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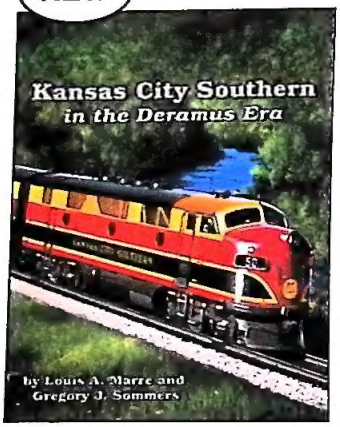

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KCS has always been an unusual property, and this book examines some of the qualities that have made it so.The heart of this book is the diesel age, but the age of steam that preceded it (and co-existed with it for about 15 years) is covered, too. Join us as we observe the passage of the *Southern Belle*, await the arrival of repowered FM Erie-builts, or hear a quartet of first-generation diesel locomotives crawl, working at full throttle, up the grade at Rich Mountain.

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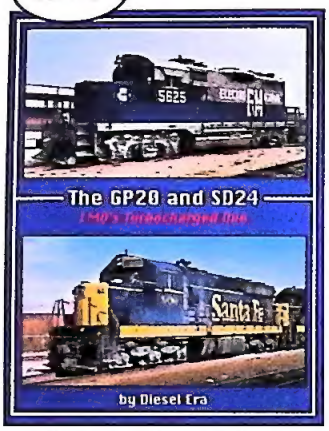

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by Diesel Era

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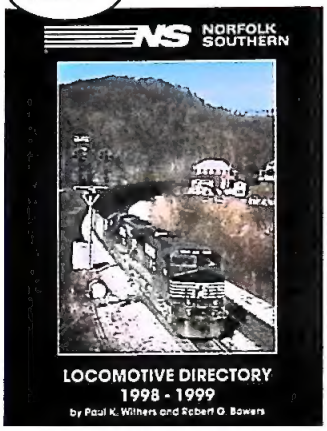

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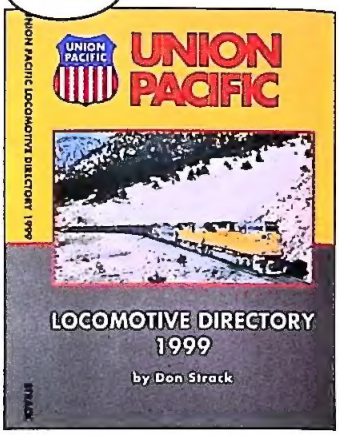

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by Wolff

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Mention the name Sherman Hill to railroad enthusiasts and images of Union Pacific's mammoth steam locomotives, colorful Armour yellow streamliners, and lonely wind-swept landscapes come to mind. This photographic journey not only highlights the diesel and turbine power that operated over Sherman Hill since 1960, but also showcases the desolate beauty of this area.

Price: $48.00 plus $5.00 s&h.

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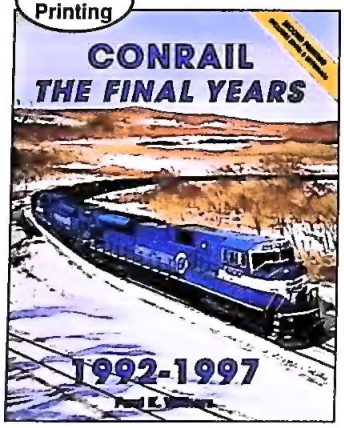

Conrail - The Final Years

by Withers

224 pages • 600-plus color and black-and-white photos • Unit-by-unit listing of the roster between 1992 and 1998 • Second printing includes new SD70s and SD70MACs

A final look at Conrail's diverse fleet of GE and EMD locomotives before it disappears into the Norfolk Southern and CSX Transportation systems. A special section on the book is devoted to in-depth coverage of Conrail's SD80MAC.

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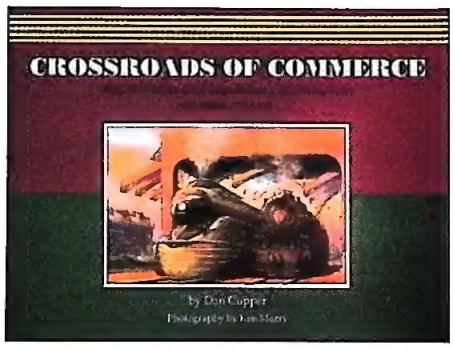

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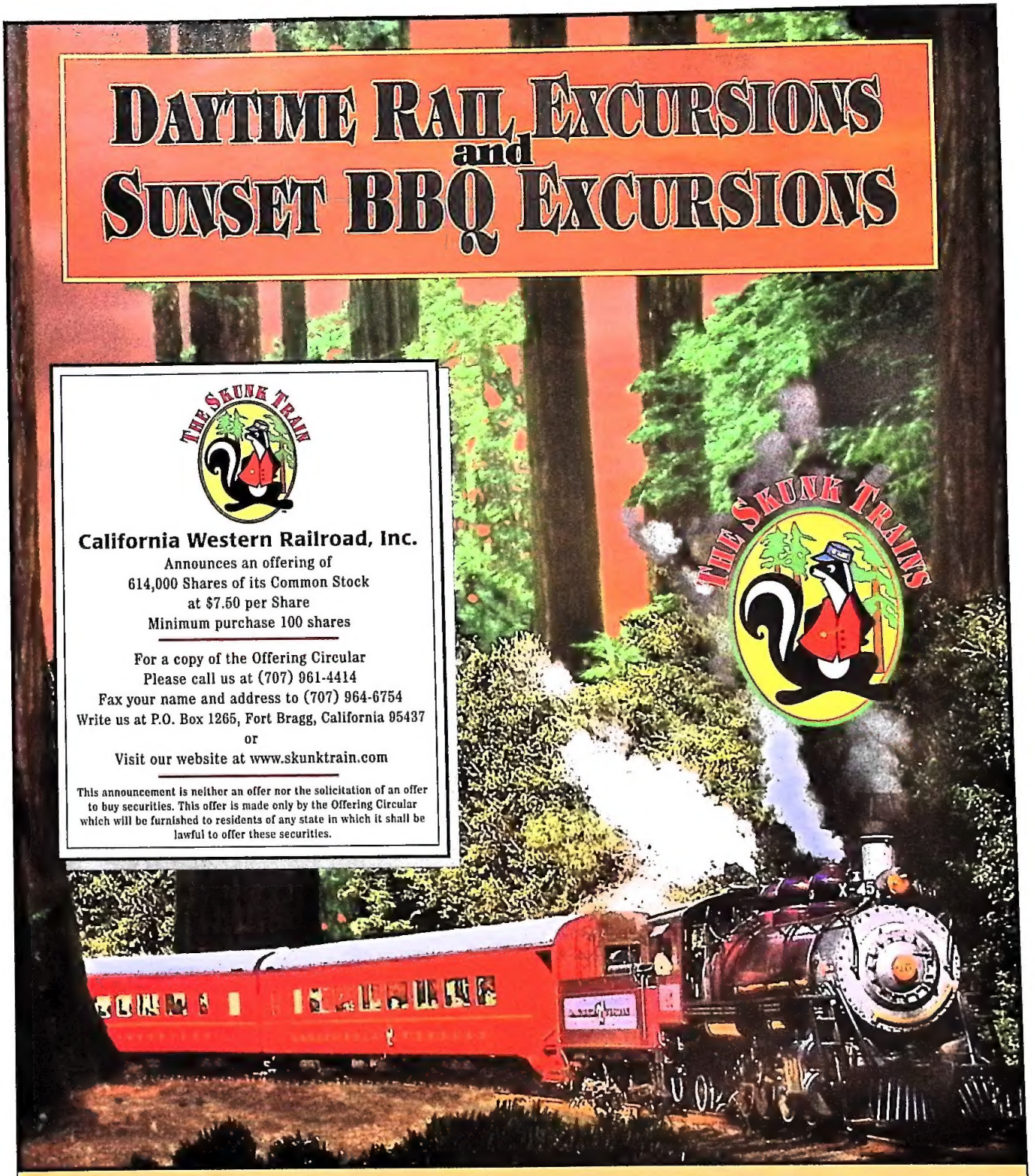

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JUNE 1999/VOLUME 18 NUMBER 6

RAILROAD / founded 1906 / volume 121 number 3

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on the cover

With the wind machines in the background, and Santa Fe Dash 9-44CW No.689 on the point, train S-RICH heads east on the Mojave Subdivision between Sandborn and Bissell. Dave Burton takes us to this surprisingly scenic, often overlooked California desert main line. Photograph by Dave Burton.

From the Publisher's Desk: Shooting Movies

I've seen some early movie film of trains shot in the 1920's by professionals, and no doubt some early railfans shot rail photos in 16mm and 8mm at that time. Shooting movies didn't become popular until the 1930s. If you were well healed, you opted for 16mm even though it weighed more. Everybody else went for 8mm.

The early movie cameras had spring motors which had to be wound after a few minutes of running time. Most were fixed focus, and you followed the Kodak instructions regarding exposure because there was no built-in exposure meter. In time, telephoto lenses became available, and the acme of 8mm was the turret lens camera with wide angle and telephoto lenses in addition to a normal focus lens. My first camera was a cheap Univex which accepted either double width film or Univex single 8mm width film. In time I had Keystone and Revere cameras.

Some years later Super 8mm made its appearance. Super 8 had smaller perforations and a picture area 30% or so larger than conventional 8mm. The two sizes could not be spliced together, but in time projectors were made which accommodated both. I switched to Super 8, and not long after to Super 8 Sound. The cameras by this time had switched to electric motors. The sound was reasonably good if your batteries were fresh, but the cameras had a bad habit of going soundless as soon as the batteries had been used for a short period. I stayed with S8S for some years after the advent of the then bulky video camera, which at that time required heavy batteries. Heck, I'd already given up my 4x5 Graphic in favor of my Nikon. Motion picture film was easy to edit with simple equipment. Editing provided no generation loss as you didn't copy the film. I finally gave up on movies when it became difficult to get movie film in my travels.

My first VHS camera was a bulky RCA machine that you used perched on your shoulder. It used standard VHS cartridges that played for two hours at normal speed. Upgraded versions of this camera are still manufactured and do a reasonably good job. I finally gave this camera to son Henry and bought a much smaller VHS-C camera with cartridges that lasted 30 minutes. These would work in a regular VCR by inserting the cartridge in an adapter. You could also copy the VHS-C tape onto a conventional VHS tape. On a rail trip to Alaska I experienced battery trouble and was constantly changing rechargeable batteries. Rather than get new batteries, I treated myself to a Hi8 camera with near professional image capability and batteries advertised as "eight-hour batteries." The batteries actually would last about four or five hours in normal use, as use of zoom and other camera features would also consume battery power. All the video cameras had playback capability. Hi8 tapes can not be played back on a standard VCR but you can hook up the camera to a TV for playback, or convert the Hi8 tape to standard VHS, giving you an opportunity to edit out those bad spots where you didn't shut off the video and you have movies of your feet. I found that even my first generation Hi8 copy was sharper than my early large VHS tapes.

Upon returning from a rail tour across Canada with luggage, Nikon and VHS-C, I opted to go high tech (Note: every time I switched cameras, I was going "high tech!") and bought a new Sony digital camera that fits in my pocket. The digital camera reportedly cuts slightly sharper than Hi8. I'll let you know how I like it as soon as I give it a try.

My old 8mm movies? I've long since had them converted to video. Its amazing how well many of the video producers have reproduced that early old 8mm film onto really good rail video tapes.

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Carstens Publications
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Managing Editor
E. Steven Barry

Associate Editor
George W. Fletcher

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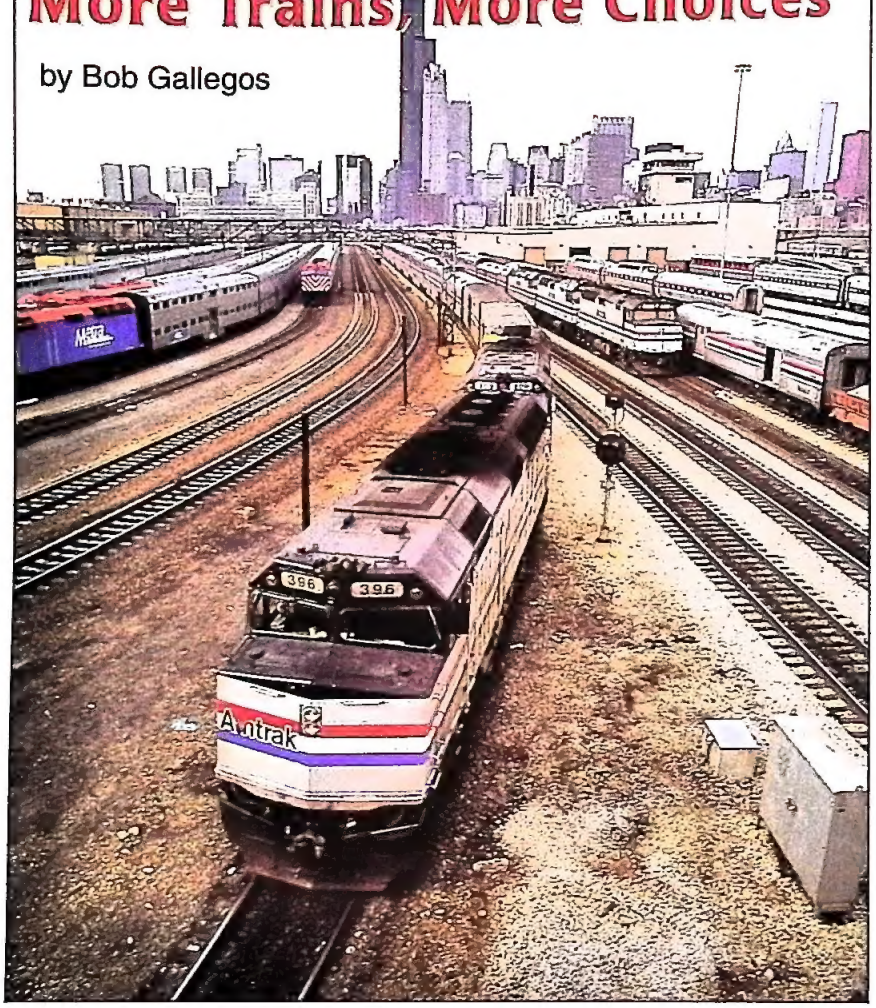
More Trains, More Choices

by Bob Gallegos



Amtrak's Midwest Regional Rail Initiative

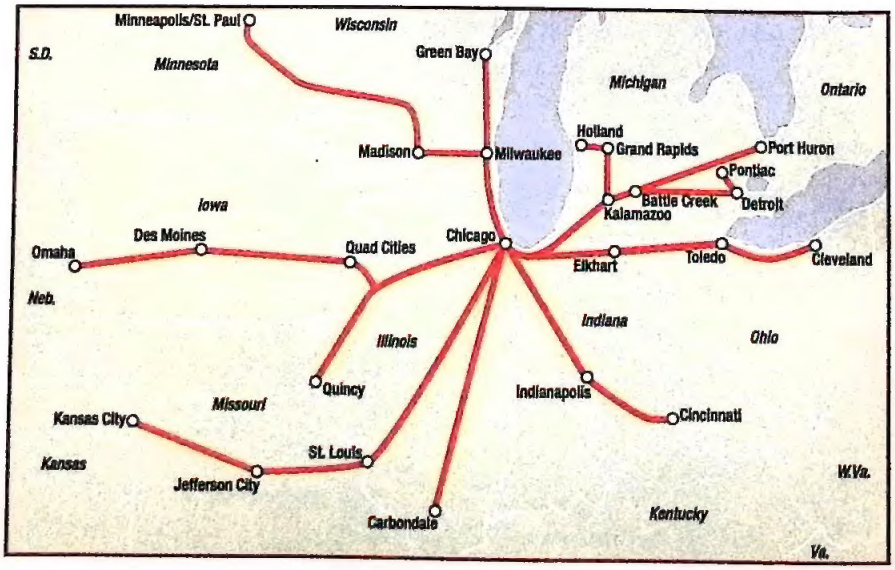
"WHERE DO YOU want to go today?" asks virtually every Microsoft ad. In a few years, Amtrak riders in the Midwest may actually have a whole range of choices. A move is afoot to bring fast, frequent intercity train service to Midwestern states, and this time the project may just get out of the coach yard. The new Midwest Regional Rail Initiative (MWRRI) is the continuing work of a nine-state coalition to expand regional passenger rail service in the Midwest. The MWRRI study is the first step towards a high-speed rail network which promises service levels comparable to the Northeast Corridor. And, for once, Amtrak has committed a sizable chunk of change, to the tune of $25 million, to cover a detailed study and some of the startup costs.

The plan envisions diesel multiple unit (DMU) trains, like the Adtranz Flexliner previously tested by Amtrak, operating over about 3000 miles of existing trackage at speeds of up to 110 miles per hour. Trains will use existing, well-maintained freight railroad main lines radiating out of Chicago, as well as a few strategically located, upgraded branches. Corridors extend to the Twin Cities; Omaha; Quincy, Illinois; Kansas City/St. Louis; Carbondale, Illinois; Indianapolis/Cincinnati; Cleveland; Detroit/Port Huron; Holland, Michigan, and Milwaukee/Green Bay. The system will carry express freight and parcel shipments in addition to passengers.

Many of these routes are important corridors today, hosting trains like the *Lake Shore Limited*, the *Empire Builder* and the *California Zephyr*. On routes with long distance trains, new DMU trains will supplement, not replace, current runs. Unique in the plan are a few routes that will require substantial upgrades to handle high-speed traffic. Milwaukee-Green Bay, over Wisconsin Central, currently has no service and is projected to host 79 mile-per-hour trains. Chicago-Quad Cities-Des Moines-Omaha, over Iowa Interstate's former Rock Island main line, is the subject of expanded Amtrak express package service (the *California Zephyr* currently bypasses the Quad Cities and the Iowa capital by using BNSF's former Burlington main line). The new route hits major population centers. The Milwaukee-Madison-Twin Cities route runs mainly over Canadian Pacific, and will require upgrading existing CPR and Wisconsin & Southern (WSOR) branches between Watertown and Portage, Wisconsin. (This route also may eventually connect with a direct Chicago-Janesville-Madison route proposed by Amtrak and WSOR for express package service which is not included in the MWRRI study.)

Some components of the new system are already in the testing stages. UP's former ICG/SP Chicago-St. Louis line is already a test bed for new grade crossing protection and satellite tracking systems that will allow incremental increases in train speeds, eventually reaching the 110 m.p.h. target. In 1998, Amtrak conducted high-speed testing in the Chicago-Detroit corridor on its former Michigan Central main line east of Porter, Indiana. Test trains used Amtrak 500-series GE's and cars from the Detroit pool.

When the Adtranz Flexliners tested



Photography: Bob Gallagos

***THE CHICAGO-DETROIT CORRIDOR** will be among the first to benefit, with 110 m.p.h. running already in work on the Amtrak-owned portion of the line between Kalamazoo, Michigan, and Porter, Indiana. A Detroit-bound train rolls under an old PRR signal bridge at Hammond in April 1998.*

on Amtrak, many details of the MWRRI were not yet available. In the Executive Summary, cars similar to these are visualized as the primary equipment. To lure passengers out of their cars and out of the air, the new rail cars will feature many amenities found in airline business class, possibly including improved food service, telecommunications and business support for business travelers with laptop computers, and audio/video monitors for news, entertainment and business.

Another draw for potential riders will be overall service levels. As on the California passenger train network, coordinated connecting trains and buses will help make travel convenient. Increased train frequency will also play a big part in drawing passengers. On some lines, like Milwaukee-Minneapolis which currently hosts only the daily *Empire Builder*, as many as six round trips are proposed. On others, service may increase 100% to 500% over current levels. With more choices, the network should appeal to both business and leisure travelers. And, including feeder bus routes, about 80% of the region's population is located within an hour's drive to a boarding point on the system. Most stations will be existing facilities upgraded to handle increased ridership. Renovated stations will also host businesses like shops, banking facilities, restaurants and business clubs.

The price tag? About $3.5 billion over 10 years. According to the report, at just over $1 million per mile of infrastructure, the incremental approach to the MWRRI plan is cheaper than rural Interstate highways, which cost $5-$10 million per mile, and 150 m.p.h. high speed rail, which can run $6-$10 million per mile. The payoff? A projected ridership of almost seven million trips annually riding on a system that will cover its operating costs. According to the MWRRI Executive Report (which can be found at the Wisconsin DOT's web site *http://www.dot.state.wi.us/dtim/bop/mwrrsrpt.pdf*), the system will generate revenue surpluses after paying its operating costs.

Amtrak has committed $25 million to get the wheels turning. Some states are already working on the project. Amtrak board chairman and Wisconsin Governor Tommy Thompson announced on January 28, 1999, that his state budget includes $2.5 million for the project. This sum includes $500,000 for grade crossing improvements along the Wisconsin portion of the Chicago-Milwaukee route in 1999-2000 as well as $2 million to secure matching Amtrak funding for engineering studies on the route, including the Madison portion. Other states are expected to make similar commitments soon.

The report identifies some major challenges which must be overcome before anything happens. Funding is number one, as the plan calls for the federal government to pay at least half. Debt financing through bond issues and other mechanisms is also identified as another challenge. And, of course, negotiations with the freight railroads. Some, like WC and WSOR, have in the past made public their readiness to visit the negotiating table. Others, like UP, BNSF, NS and CSX are struggling with capacity issues and may be hesitant to add additional passenger trains to their networks. Also, the incremental approach to high speed rail will involve upgrading freight trackage to 110 m.p.h. standards, so while the host railroads will benefit from the track improvements, some may balk at mixing slow freight trains and speeding DMU's.

If all this comes to pass, Midwestern travelers and railfans can look forward to many changes in both passenger train travel and infrastructure. More trains will run over more routes. And, best of all, when an Amtrak ticket agent asks the question "Where do you want to go today?" we'll actually have some good choices.

***IMPROVED GRADE CROSSINGS** and higher speeds are among the goals of the MWRRI. An experimental crossing near Springfield, Illinois, on UP's Chicago-St. Louis line includes video surveillance and barrier nets to stop motorists from running the gates **(below)**. The westbound* California Zephyr *departs Chicago in 1992 **(opposite page)**. The new Midwest Corridor trains will supplement long-distance trains on several routes, providing more choices for travellers.*

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New "The Trains of Sand Patch Grade"
The rural character and spectacular action and scenery make the legendary Sand Patch grade in southwestern Pennsylvania one of the better known and most visited railfan hot spots in the East. This videotape shows all CSX and Amtrak trains for 32 hours on the heart of Sand Patch grade between Hyndman and Garrett in December of 1998. 135 minutes. $31.95.

New "The Iron Highway & the Corridor"
This video takes a look at the trains and operations in September of 1998 on the main lines of the CN and CP between Montreal and Toronto. First is 24 hours of action on the CP's St. Lawrence & Hudson subsidiary east of Smiths Falls, a.k.a "The Iron Highway, for their new Iron Highway intermodal trains, then we show 24 hours of action on the CN and Via Corridor east of Belleville, eastern Canada's busiest rail line. 132 minutes. $33.95

New "The Trains of Atlantic Canada"
Canada's railroads only recently began spinning off branch and secondary main lines. This video shows the trains and operations on the new regional railroads and main lines in Nova Scotia and New Brunswick in the fall of 1998, including the Windsor and Hantsport, CB&CNS, NBEC, and NBS. Then Canadian National action is shown around Halifax and Moncton, concluding with 24 hrs. of action on the CN in the scenic high bridge country in northwestern New Brunswick. 126 minutes. $31.95

New "Conrail's Southern Tier Line"
Conrail's Southern Tier Line across New York is one of Conrail's most railfanned lines. From Portage to Starrucca, this video shows the scenery, semaphores, and trains of Conrail and its tenants - the St. Lawrence & Hudson, and Susquehanna in December 1998, including 24 hours of action west of Binghamton. 89 min. $25.95.

New "Deshler, OH - Crossroads of CSX"
At Deshler in Northwest Ohio the Philadelphia to Chicago and Detroit to Cincinnati main lines of CSX cross at grade. Once known as the Crossroads of the B&O, Deshler is even more important to CSX. 50 trains a day pour through Deshler with even more after the Conrail split. This video shows 24 hours of action at Deshler in May of 1998 before the CR split. **Two tape set. 3 Hours., 30 min.** $39.95.

New "The Trains of Horseshoe Curve"
What railfan has not heard of Conrail's Horseshoe Curve, six miles west of Altoona, PA. This video shows trains at Altoona, the top of the Hill, the Curve itself, and then all the trains that run around the Curve for 24 hours on the more accessible West Slope west of Cresson. All scenes were shot in July 1998, in CR's last year of operation. **Two tape set. 3 hrs., 25 min.** $41.95

New "Conrail's Spectacular River Line"
With high bridges, tunnels, miles of river running, and scenic overlooks, Conrail's River Line along the Hudson between northern New Jersey and Selkirk is arguably the most scenic rail line in the East. This video shows many of the scenic highlights and then all the trains for 24 hrs. in August 1998. 103 minutes. $27.95.

New "Illinois Central 1998"
This video gives a look at the trains on the mid-section of the Illinois Central in May of 1998. First is nearly 24 hours of trains on the Edgewood Cutoff in Southern Illinois, then action around Fulton, KY, the physical heart of the old IC, and finally 24 hours of action south of Memphis, TN on the busy Yazoo District. 90 minutes. $29.95.

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CAMERA BAG

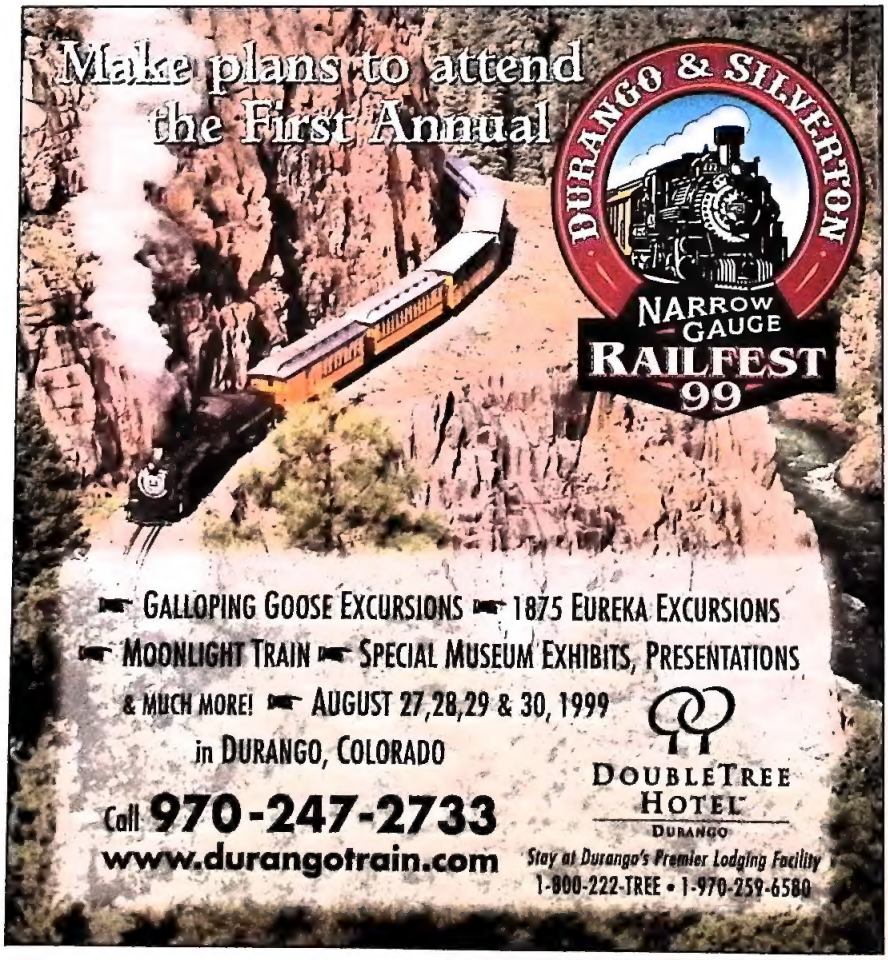
by JIM BOYD

Atmospheric perspective

A HAZY DAY at Zearing, Illinois, on the Chicago, Burlington & Quincy in March 1966 demonstrates atmospheric perspective in open country. The haze emphasizes the distance between the foreground covered hopper and the F units on the bridge, as well as the length of the train, as it almost disappears into the soup.

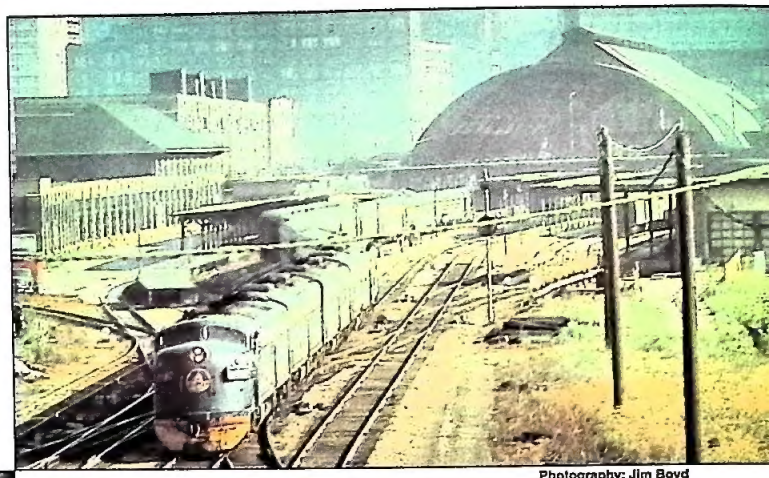
HOW DO YOU CAPTURE DISTANCE in a picture? You can have something lead from the foreground all the way to the background, like the classic image of receding railroad tracks, or you can capture nature's way of telling you it's far off: atmospheric perspective.

Any artist who wants to create "photo



realistic" images must understand atmospheric perspective, but, fortunately, all the photographer needs to do is recognize it. Nature provides it for you, and all you need to do is adapt your lens selection and exposure techniques to make the best use of it.

Atmospheric perspective is simply the air. Air is not perfectly clear or colorless, and it affects the transmission of light at varying wavelengths differently. That's why the daytime sky is blue and not the black of distant space and the nightly heavens. In photography, it tends to reveal itself in distant objects becoming more blue or a lighter gray. Distant mountains simply "look" far away because of atmospheric perspective.



Photography: Jim Boyd

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If you're standing out along the old Santa Fe in the desert, the ground at your feet would probably be a yellowish sand with intensely green pine trees and brown brush. As you look further away, the colors begin to mute into blues and grays as the distance increases. A nearby mountain ridge might have the characteristic yellow tint, but it will look quite different from the sand at your feet. And behind that, maybe another 15 miles further away, a more distant mountain peak — made of the same ground material — will stand out sharply in color from the nearer ridge. That's atmospheric perspective at work.

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This video takes a look at the trains and operations in September of 1998 on the main lines of the CN and CP between Montreal and Toronto. First is 24 hours of action on the CP's St. Lawrence & Hudson subsidiary east of Smiths Falls, a.k.a "The Iron Highway, for their new Iron Highway intermodal trains, then we show 24 hours of action on the CN and Via Corridor east of Belleville, eastern Canada's busiest rail line. 132 minutes. $33.95

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New "Deshler, OH - Crossroads of CSX"
At Deshler in Northwest Ohio the Philadelphia to Chicago and Detroit to Cincinnati main lines of CSX cross at grade. Once known as the Crossroads of the B&O, Deshler is even more important to CSX. 50 trains a day pour through Deshler with even more after the Conrail split. This video shows 24 hours of action at Deshler in May of 1998 before the CR split. **Two tape set. 3 Hours., 30 min.** $39.95.

New "The Trains of Horseshoe Curve"
What railfan has not heard of Conrail's Horseshoe Curve, six miles west of Altoona, PA. This video shows trains at Altoona, the top of the Hill, the Curve itself, and then all the trains that run around the Curve for 24 hours on the more accessible West Slope west of Cresson. All scenes were shot in July 1998, in CR's last year of operation. **Two tape set. 3 hrs., 25 min.** $41.95

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CAMERA BAG

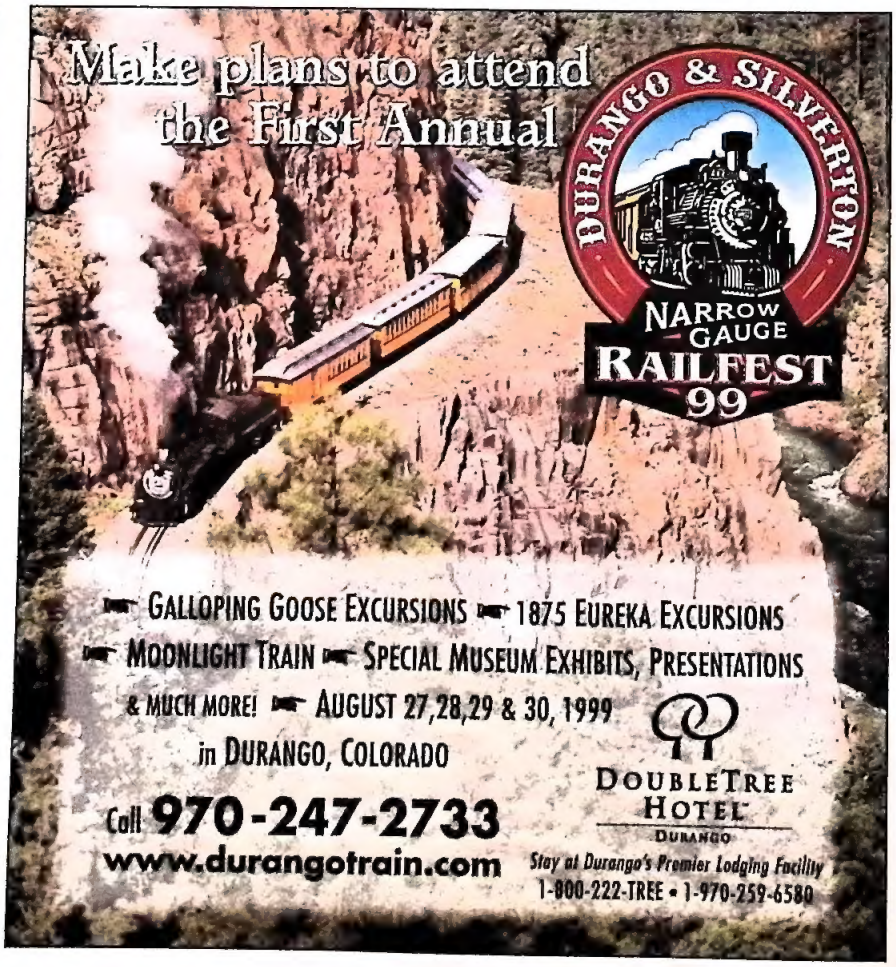
by JIM BOYD

Atmospheric perspective

A HAZY DAY at Zearing, Illinois, on the Chicago, Burlington & Quincy in March 1966 demonstrates atmospheric perspective in open country. The haze emphasizes the distance between the foreground covered hopper and the F units on the bridge, as well as the length of the train, as it almost disappears into the soup.

HOW DO YOU CAPTURE DISTANCE in a picture? You can have something lead from the foreground all the way to the background, like the classic image of receding railroad tracks, or you can capture nature's way of telling you it's far off: atmospheric perspective.

Any artist who wants to create "photo



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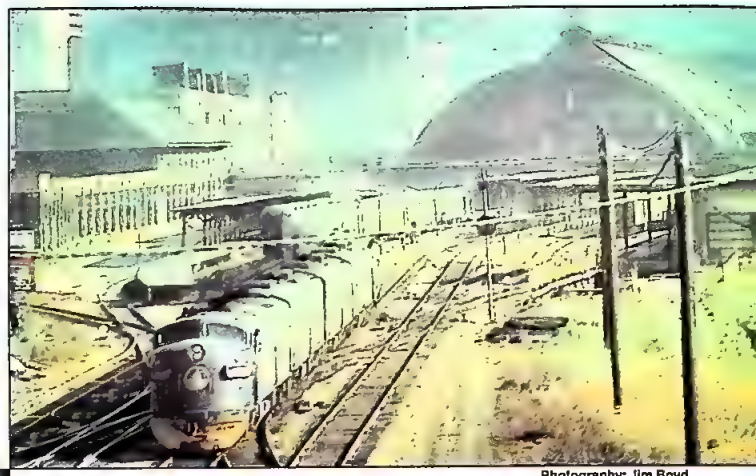

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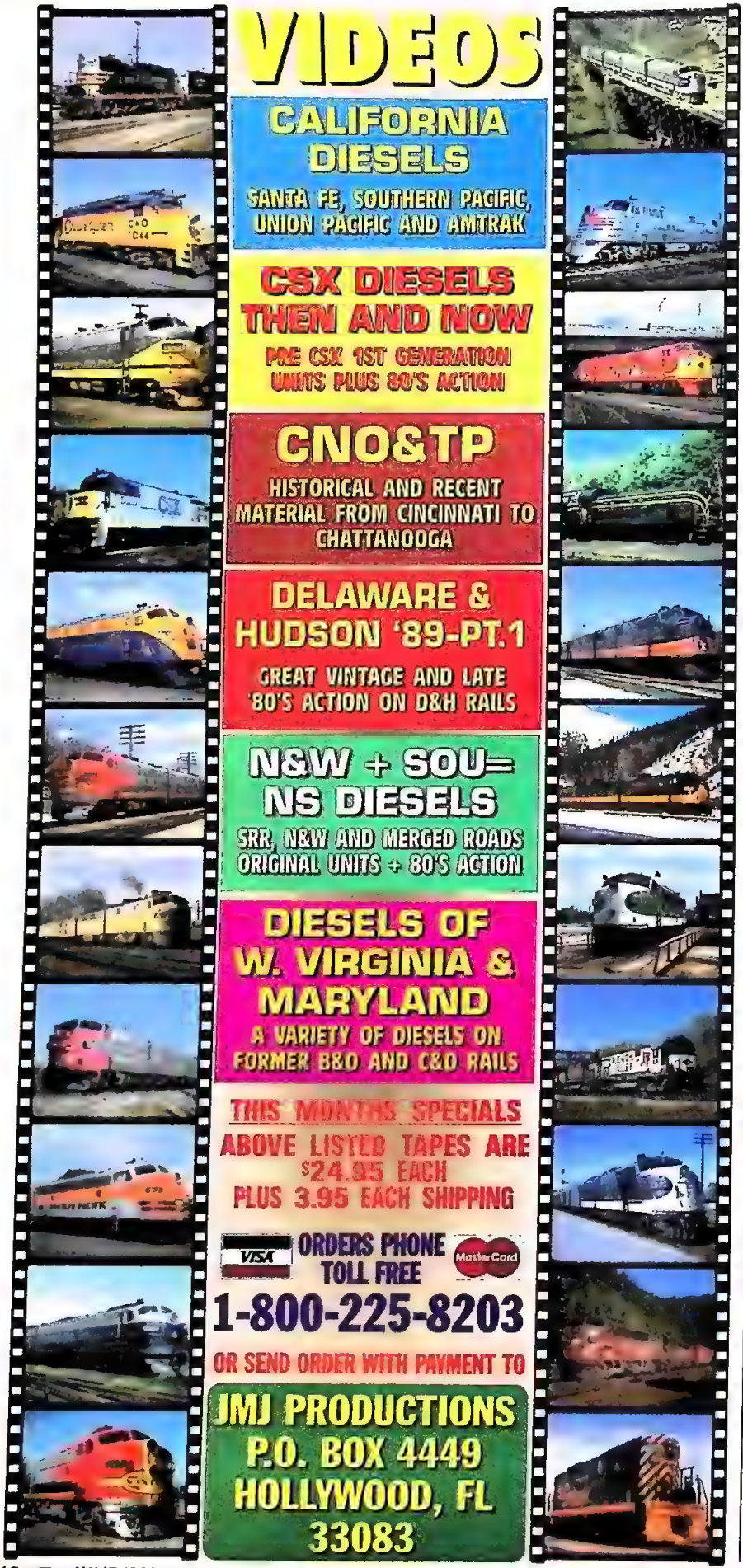
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range will be even more distinctly blue in color.

The effect varies with the "thickness" of the atmosphere, too. On a smoggy day on Cajon, the nearby ridges soften in color, and the distant snowcaps may disappear altogether. But kick in a Santa Ana wind from the east with clear air off the desert, and suddenly the nearby rocks get crisp in detail and the Santa Barbaras pop majestically into the distant sky. High altitudes tend to have thinner and clearer air, which is why those travel brochure photos of the Swiss Alps have the craggy peaks so crisp it looks like you could touch them

In a closer environment, it's atmospheric perspective that gives rainy and snowy shots their depth, even with nearby objects, and fog is the most exaggerated of the atmospheric effects. It's also why Western mountains look inherently different from Eastern mountains. The quality of the air makes all the difference. Diesel exhaust plumes can also add to atmospheric perspective, enhancing the length of a train on a curve if it drifts between the camera and the rest of the consist. Brakeshoe smoke can also do the same thing.

Atmospheric perspective isn't limited only to the mountains, though that's where it's often most noticeable. A hazy hot afternoon in the Midwest can thicken the atmosphere for dramatic perspective on the prairies. The automotive and industrial pollution in a city will often add great depth to background buildings and cause foreground objects to stand out sharply.

Most photographers don't even think about it, but atmospheric perspective is what often influences the lens selection for any scene. Reaching into the distance with a telephoto lens will visually "compress" the scene and make the atmospheric perspective more noticeable, because you're actually shooting through a greater mass of air. Pulling back and getting in close with a wide angle will minimize the effect of the atmosphere and render a more crisply uniform shot.

Light angle can also have its effect on the atmosphere. Light behind your back will have the least effect, while backlighting will often produce dramatic results if the atmosphere is even slightly "soupy." You may also have to adjust your exposure to emphasize or minimize the atmospheric perspective.

Whether you're out in the countryside or shooting a cluttered city scene or the perfect roster shot, atmospheric perspective is always at work, whether you recognize it or not. Roster shot? Railroad modelers who are technical detail hounds who will exactly match a model locomotive's color to a paint chip right off the prototype will have models that are absolutely correct — but they look toylike on a layout. That's because when painting a model, you need to incorporate into the color of the paint, the hundred feet of air that is typically between you and the subject. Good modelers will sightly gray and lighten the color to make it look right. And the really superior model artists will use atmospheric perspective coloration to make scenes on their layout even more realistic by tweaking the colors to force the visual perspective on the more distant scenery elements.

Atmospheric perspective is nearly always there, and learning to recognize it and manipulate it will make you a better photographer.

FANMAIL

Silverton mixed review

That was a great article on the "Silverton Mixed" in the March 1999 RAILFAN & RAILROAD. As one who was lucky enough to be there, I can second editor Barry's positive comments. Everyone involved with running the train, both from the Rocky Mountain Railroad Club and Durango & Silverton Narrow Gauge, were positive and enthusiastic. Among the "authentic" items I noted:

1. All the cars, including the two *San Juan* alumni coaches, were lettered with "ALA 6-50" (Alamosa, June 1950) bearing repack dates.

2. The border of the front number plate on "Rio Grande" 478 was painted the authentic black, not the silver that has become common on both the D&S and the Cumbres & Toltec Scenic in the excursion era. (Smaller power commonly featured silver borders, but the 2-8-2s didn't — although there were exceptions to both rules depending on a number of factors.)

3. The two boxcars, Nos.3000 and 3749, were the first and last of the "second wave" of boxcars on the narrow gauge (the first wave now exists only in the form of outfit cars), and were chosen specifically.

4. A real D&RGW canvas water bag was hanging from the cab window (visible in the lower picture on page 7).

It's pretty clear to me the railroad got into the spirit of the event. I just hope the December 1998 run is the first of many.

The Silverton mixed has a rather convoluted history, due in part to the love-hate relationship between the narrow gauge lines and D&RGW management in Denver. Almost from the time the railroad was started, thinking about the future of the three-foot lines varied from immediate abandonment to major investments, with the pendulum swinging many times. After the depression the line settled into a tri-weekly operation, running on Tuesday, Thursday and Saturday. The K27-class "Mudhens" were standard power (No.463 was a regular), along with C25-class No.375. Once the *San Juan* was discontinued in January 1951, K28s 473, 476 and 478 were seen more and more on the line, and by 1953 No.375 and all the Mudhens but No.464 were out of service.

Cosmetically, the Silverton train began to change in 1947, when outfit coach 0313 was converted into the "Silver Vista," an open car with a see-through roof (it burned in 1953 and was not repaired). D&RGW began applying its new streamliner paint scheme to narrow gauge cars in 1950, and the fake headlights and stacks applied to the K28s for the filming of *Rio Grande* that year were seen for some time, usually left on until a major shopping. The '50s saw a large increase in ridership of the mixed, even as freight began to dwindle; between June 1st and September 30th, all-passenger "extras" were run on non-scheduled days. In 1959 the fake stacks returned until D&RGW sold the line to Charles Bradshaw in May 1981. Therefore, the shots we got in December 1998 have been unobtainable since about 1955, and the consist we had probably "fits" best into the 1953-1955 time frame.

The 14 coaches on the roster in 1944, many of them built between 1879 and 1900, dwindled to seven in 1963, when D&RGW built eight steel-frame coaches and the first of the open steel cars. It was about this same time the railroad began running second sections during the summer. And, of course, over time both D&RGW and D&SNG converted baggage cars and RPOs into coaches.

But the big changes began after the abandonment of the main line to Alamosa in 1970. The ICC denied abandonment of the Silverton line as it could be operated at a profit so, in another pendulum swing, D&RGW poured money into Durango and began to develop the large parcels of land it owned along the tracks north of the station to encourage the local tourist economy. The drastically-rearranged yard dates from a 1970s highway improvement project.

As to when the train ceased being a "mixed," the answer is simple — it hasn't! The D&RGW continued hauling what little freight was required on the daily "passenger" trains right up until the end of regular service of the Alamosa-Durango line (effectively 1966, as there were only about 20 trains run in 1967 and four in 1968), and the D&SNG was incorporated as a common-carrier railroad.

I hope there are many more "Silverton Mixed" runs in the D&SNG's future. And maybe in a fit of altruism, the C&TS and D&SNG can be persuaded to swap a K28 and K27 463 for a few weeks one day soon, so 463 can once again go to Silverton while a 470-class runs over Cumbres. Count on me to buy the first ticket either way.

JOHN CRAFT
via the Internet

Flying over Sherbrooke

The February and April 1999 issues of your fine magazine brought back happy memories of my youth, for I spent five months in 1943 at Ancienne Lorette (now Quebec City Airport) as part of my training as a specialist navigator with the Royal Air Force. The articles on the Sherbrooke Subdivisions evoked many memories, for most names mentioned appear in my flying log book.

I spent 18 months in North America from 1942 to 1944. Unfortunately, we were threatened with court martial if we were caught photographing railway installations or making any notes. I do remember taking a photo of a Wabash locomotive on the International Bridge at Niagara Falls and one of Quebec bridge from the air. Navigation was easy, for if you got lost (although I never did), there were numerous lines and stations, and each had its name painted on the roof in large letters. This was the days of the bush pilots who, incidentally, were our pilots at Lorette, and the air station was run by Canadian Pacific Railways.

Our big RAF manning depot was at Moncton, New Brunswick, right alongside the CNR shops where they seemed to be erecting Mikados. One would be wheeled out of the shops from time to time looking brand new.

GUY PEARMAN
East Sussex, United Kingdom

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On the Menu's 1999 Dinner Train Guide

THE PAST YEAR has seen more and more varied rail dining experiences being offered than ever before in the five-and-one-half-year history of this column. The first attempt to re-create a specific railroad's dining car service is well under way. Overall, ridership is increasing. And several new tains are about to be launched. But the defining phenomenon, based on dozens of conversations with operators to compile this Guide, is the gradual and widespread lengthening of the operating schedule. More trains are now considered year-around. Others, once they resume operations in the spring, now run well into the fall, even through the holiday season to New Year's Eve (Do you suppose some creative dinner train marketer might find a way to convince non-railfans that "Y2K" is a type of locomotive?). In sum, there are more opportunities than ever to enjoy a leisurely meal in your favorite dining room — one attached to a moving train.

This Guide is intended to encourage you to do just that, to patronize dinner trains when you travel, or when you seek an unusual setting for a family or business get-together. Dinner trains are arranged alphabetically by state (Canadian provinces are at the end), then by city of origin. Each entry names the train and/or railroad, notes the boarding location, lists the information and/or reservation telephone number(s), and, if available, the operator's internet web site. The entry closes with a number and letter code that refers to the following classes of scheduling and meal service:

Frequency

1. Seasonal/Regular Schedule: Runs part of the year on a set schedule (i.e. daily, each Saturday, the last Friday of each month and the like).

2. Seasonal/Occasional: Runs part of the year, but on an irregular schedule (i.e. holidays, special events weekends, and the like).

3. Year Around/Regular Schedule: Runs virtually the entire year on a regular schedule (i.e. daily except Mondays, weekend evenings, Sunday brunch and the like)

4. Year Around/Occasional: Runs throughout the year, but on special dates only (i.e. Valentines Day, Memorial Day, Mother's Day and so on).

Note: Most trains charter on demand and, to fill remaining seats, may open seating to the general public. Call anytime to learn what is scheduled.

Type of Service

A. Ride 'n' Dine: Ride the train to and/or from a destination, where you de-train to eat).

B. Catered Dinner: Meal service for which food is prepared and/or cooked off the train and finished and/or served on-board. In most instances the food is prepared at a trackside facility (station or commissary) and loaded hot. Today's technology enables these meals to be served at the appropriate temperature.

C. Meals Cooked On Board: Full dining car operation.

Every effort has been made to ensure accuracy in the information presented. However, with change affecting everything from area codes to freight hauler routes, and from volunteer enthusiasm to weather patterns, there may be errors or oversights. I hope to hear from you if you encounter an error or know of additional dinner trains not mentioned here. Meanwhile, contact any train you hope to ride before visiting the site.

Arizona

Yuma; **Yuma Valley Railway**; 1st St. & 2nd Ave., behind Yuma City Hall; 520/783-3456; 1-A.

ONE OF THE MOST SCENIC RIDES in the East is offered by the Great Smoky Mountains Railway out of Dillsboro, North Carolina. GSMR's dinner train features food cooked onboard in their dining car. Two GMSR Geeps lead a train through the mist that gives the mountains their names (left).

Arkansas

Eureka Springs; **Eureka Springs & North Arkansas Railway**; ES&NA Depot; 299 No. Main St.; 501/253-.9623; *www.esnarailway.com*; 1-B.

California

Campo; ***The Dinner Train*/San Diego Railroad Museum**; Campo Depot; 888.228.9246 or 619/595-.3030; *www.sdrm.org*; 2-C.

Felton; ***Moonlight Steam Train Dinner Party*; Roaring Camp & Big Trees Narrow Gauge Railroad**; 831/.335-4484; *www.roaringcamprr.com*; 1-A.

Filmore; **Filmore & Western Railway**; In Central Park; 800/773-TRAIN (8724) or 805/524-2546; *www.fwry.com;* 3-C.

Fish Camp; **Yosemite Mountain-Sugar Pine Railroad**; 56001 Highway 41; 559/.683-.7273; *www.ymsprr.com*; 1-A.

Fort Bragg; ***Sunset BBQ Excursion/The Skunk Train* (California Western Railroad)**; 800/77SKUNK (777-5865) or 707/964-6371; *www.skunktrain.com*; 1-A.

Healdsburg; ***The Redwood Adventurer*/ Northwestern Pacific Railroad**; Healdsburg Depot; 800/550-2122; *www.nwprailroad.com* or *www.northwesternpacificrr.com*; 1-B.

McCloud; ***Shasta Sunset Dinner Train*/ McCloud Railway Company**; Main Street; 800/.733-2141 or 530/964-2142; *www.mctrain.com*; 1-B.

Napa; ***Napa Valley Wine Train;*** 1275 McKinstry Street; Information: 707/253-.2111, Reservations: 800/427-4124; *www.winetrain.com*; 3-C.

Delaware

Lewes, ***Royal Zephyr Dinner Train*/ Queen Anne's Railroad**; 730 King's Highway; 888/456-TOOT (8668) or 302.644.1720; *www.ridetherails.com*; 1-B.

Wilmington; ***The Dinner Train*; Wilmington & Western Railroad**; Greenbank Station; 302/998-1930; *www.wwrr.com*; 1-A.

Florida

Fort Myers; ***The Dinner Train Theater*/ Seminole Gulf Railway**; Fort Myers Depot west of the Amtel Mall on Colonial Blvd; 800/SEM-GULF (736-4853) or 941/.275-8487; *www.semgulf.com*; 3-C.

Indiana

Connersville; **Whitewater Valley Railroad**; Connersville Depot on Indiana 121 south of town; 765/825-2054; *www.larryvaughn.com*/WVRR; 1-A.

Fishers; ***Hamiltonian Express*/Indiana Transportation Museum**; Fishers' Station at 116th St.; 317/773-6000; *www.itm.org*; 1-A.

Iowa

Boone; **Boone & Scenic Valley Railroad *Dinner Train;*** Depot at 225 10th St.; 800/626-3019 or 515/432-4249; *www .scenicvalleyrr. com*; 1-B.

Kansas

Abilene; **Abilene & Smoky Valley Railroad**; A&SVRR Depot at 417 South Buckeye; 888/426-6687 or 785/263-1077; *www.asvrr.org*; 2-B.

Dodge City; **Dodge City, Ford & Bucklin Railroad**; at Willroads Garden Drive; 316/225-3232; 1-C.

Kentucky

Bardstown; ***My Old Kentucky Dinner Train***; Bardstown Depot at 602 North Third Street; 502/348-7300; *www.rjcorman.com/mokdt*; 3-C.

New Haven; ***The Flamingo*; Kentucky Railroad Museum** at 136 South Main Street; 800/272-0152 or 502/549-5470; *www.trainweb.com/kentuckyrailtaskforce/flamingo*; 3-C.

Maine

Unity (steam) and Belfast (diesel); Belfast & Moosehead Lake Railroad; 1 Depot Square in Unity or Belfast Depot on Front Street; 800/392-5500 or 207/948-5500; 1-A.

Maryland

Cumberland; ***Mountain Thunder Dinner Trains*/Western Maryland Scenic Railroad**; Western Maryland Station Center; 800/872-4650 or 301/759-4400; *www.wmsr.com*; 2-C.

Michigan

Blissfield; ***Old Road Dinner Train*/Adrian & Blissfield Rail Road**; U.S. 223 and Depot Street; 888.GO-RAIL1 (467-2451), 517/486-5979 or 517/486-2141; *www.hathawayhouse.com*; 3-B.

Coopersville; **Coopersville & Marne Railway**; Coopersville Depot; 800/538-LAND (5263); 1-B.

Walled Lake; ***Michigan Star Clipper Dinner Train***; Coe Rail Depot at 840 North Pontiac Trail; 248/960-9440; *www.michiganstarclipper.com*; 3-C.

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Duluth; **North Shore Scenic Railroad**; 506 West Michigan Street; 800/423-1273 or 218/722-1273; *www.duluth.com.\lsrm*; 1-B.

Stillwater; ***Minnesota Zephyr Limited***; 601 North Main; 800/992-6100 or 612/430-3000; *www.mnzephyr.com*; 3-C.

Missouri

Branson; **Branson Scenic Railways**; 206 E. Main Street; 800/2TRAIN2 (287-2462) or 417/334-6110; 1-B.

Jackson; **St. Louis, Iron Mountain & Southern Railway**; intersection of highways 61 and 25; 800/455-RAIL (7245) or 573/243-1688; *www.rosecity.net/trains*; 1-B.

Montana

Lewistown; ***Charlie Russell Chew-Choo***; nine miles nortwest of Lewistown; 406/538-2527 or 800/735-7886; *www.lewistownchamber.com*; 4-B.

Nebraska

Fremont; ***Fremont Dinner Train***; 1835 North Somers Avenue; 800/942-7245 or 402/727-8321; 3-B.

New Hampshire

Lincoln; **Hobo Railroad**; Hobo Junction Station on Railroad Street; 603/745-2135; *www.hoborr.com*; 1-B.

Meredith; **Winnipesaukee Scenic Railroad**; Mill Street; 603/279-5253 or 603/745-2135 (winter); *www.hoborr.com*; 1-B.

North Conway; **Conway Scenic Railroad**; North Conway Depot on N.H. Route 16/U.S. Route 302; 603/356-9009 or 603/356-5251; *www.conwayscenic.com*; 1-C.

North Woodstock; ***Cafe Lafayette Dinner Train***; Route 112; 603/745-3500; *www.cafelafayette.com*; 1-C.

New Mexico

Santa Fe; ***Saturday Night Barbecue Train***/**Santa Fe Southern**; 410 South Guadalupe Street; 505/989-8600; *www.sfsr.com*; 1-A.

New York

Owego; **Tioga Scenic Railroad**; 25 Delphine Street; 607/687-6786; *www.railroad.net/tsrr/*; 1-C.

North Carolina

Dillsboro; **Great Smoky Mountains Railway**; 119 Front Street; 800/872-4681 or 828/586-8811; *www.gsmr.com*; 1-C.

Oregon

Hood River; **Mount Hood Railroad**; Mount Hood Depot; 800/872-4661 or 541/386-3556; *www.mthoodrr.com*; 1-A and 1-C.

Redmond; **Crooked River Railroad Company**; O'Neil Junction 3 miles North of Redmond; 541/548-8630; *www.crookedriverrailroad.com*; 3-B.

Pennsylvania

Bellefonte; **Bellefonte Historical Railroad**; The Train Station; 814/355-0311 or 814/355-2392; 3-A.

Gettysburg; **Gettysburg Scenic Railway**; 106 North Washington St.; 717/334-6932; *www.gettysburgrail.com*; 2-A.

Middletown; **Middletown & Hummelstown Railroad**; Race Street Ticket Booth; 717/944-4435; *www.visithhc.com/mhrr.html*; 2-B.

New Freedom; ***Liberty Limited***/**Northern Central Railway**; 117 N. Front Street; 717/235-4000; *www.classicrail.com/ncry*; 3-C.

New Hope; **New Hope & Ivyland Railroad**; 32 W. Bridge Street; 215/598-0890; 1-B and 1-A.

Stewartstown; **Stewartstown Railroad**; Stewartstown Depot; 717/993-2936; 1-A.

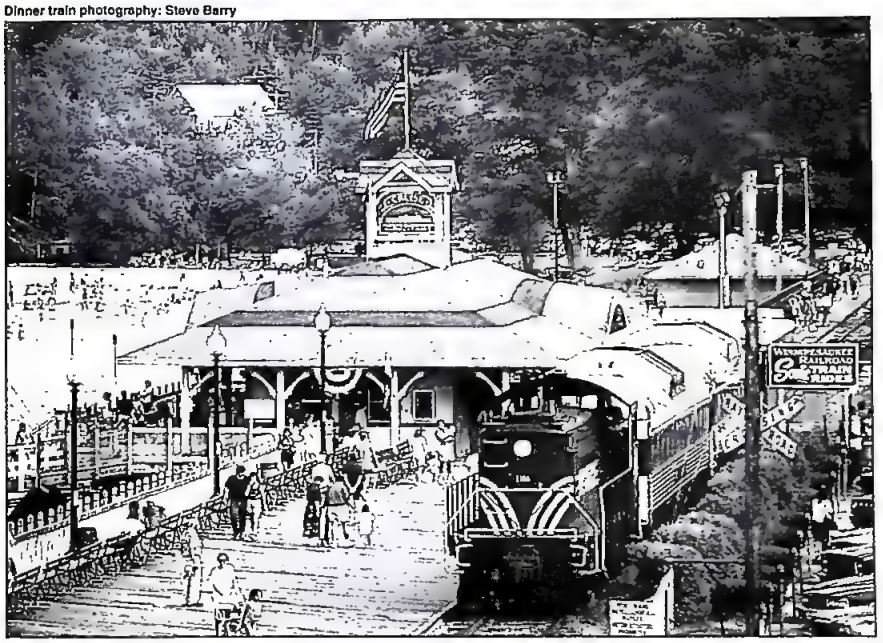
Strasburg; **Strasburg Rail Road**; Strasburg depot on Pennsylvania Route 741 East; 717/687-6486; *www.strasburgrailroad.com/srrdc.html*; 1-C.

Titusville; **Oil Creek & Titusville Railroad**; 409 S. Perry Street; 814/676-1733; *http://octrr.clarion.edu*; 1-A.

Wellsboro; **Tioga Central Railroad**;

THE LIBERTY LIMITED DINNER TRAIN, powered by FPA4 "B&O 800" prepares to receive orders from Ashby Kelly at the station in Hanover Junction, Pennsylvania (**below**). It was here that President Abraham Lincoln changed trains on his way to deliver the Gettysburg Address during the Civil War.

Dinner train photography: Steve Barry



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Wellsboro Junction, three miles north of Wellsboro on PA Route 287; 570/724-0990; *www.tiogacentral.com*; 1-C.

Rhode Island

Newport; ***Newport Dinner Train***; 19 America's Cup Avenue; 800/398-RIBS (7427) or 401.841.8700; *www.newportdinnertrain.com*; 1-C.

South Dakota

Madison; ***Prairie Village***; two miles west of town on Highway 34; 800/693-3644 or 605/256-3644; *www.prairievillage.org*; 2-B.

Milbank; ***Whetstone Valley Express***; Lake Farly Station in Lake Farly Park; 800/675-6656; 2-B.

Tennessee

Chattanooga; ***Dixie Land Special/*** **Tennessee Valley Railroad**; 4119 Cromwell Road; 800/397- 5544 or 423/894-8028; *www.tvrail.com*; 4-C and 4-A.

Nashville; ***Broadway Dinner Train***; 1st Avenue South and Broadway in Riverfront Park; 800/274-8010 or 615/254-8000; *www.broadwaydinnertrain.com*; 3-B.

Vermont

Burlington, Shelburne, Vergennes, Middlebury; ***Champlain Valley Weekender/*** **Green Mountain Railroad Corp.**; 802/463-3069; *www.rails-vt.com*; 1-A.

Bellows Falls, Chester; ***Green Mountain Flyer/*** **Green Mountain Railroad Corp.**; 802/463-3069; *www.rails-vt.com*; 1-A.

Manchester; ***Vermont Valley Flyer/*** **Green Mountain Railroad Corp.**; 802/463-3069; *www.rails-vt.com*; 1-A.

Washington

Chehalis; **Chehalis-Centralia Railroad Assoc.**; Exit 77 off I-5; 360/748-9593; 2-B.

Elbe; ***Cascadian Dinner Train***; Along Highway 7; 888/RRDINER (773-4637) or 360/569-2505; 1-C.

Renton; ***Spirit of Washington Dinner Train***; 625 South 4th Street; 800/876-7245 or 425/227-7245; *www.seattle.sidewalk.com/spiritofwashingtondinnertrain*; 3-C.

West Virginia

Cass; **Cass Scenic Railroad**; Cass Depot on Main Street; 800/225-5982 or 304/456-4300; *www.neumedia.net/~cassrr/*; 1-A.

Huntington; ***New River Train***; 7th Avenue and 9th Street; 606/327-7735; 2-C.

Huntington/Charleston/Beckley; **Mountain State Mystery Train Tours**; 1050 8th Avenue (Huntington); 800-CALLWVA (225-5982) or 304/529-6412; 3-B.

Romney; ***Potomac Eagle***; Route 28, 1 1/2 mile North of Romney; 800/22EAGLE (223-2453) or 304/424-0736; *www.wvweb.com/www/potomac_eagle/*; 2-B.

Wisconsin

East Troy; **East Troy Electric Railroad Museum**; Church Street; 414/548-3837; *www.esttroyrr.org*; 2-B.

North Freedom; **MidContinent Railway**; North Freedom Depot; 800/930-1385 or 608/522-4261; *www.mcrwy.com* for more information; 2-B.

British Columbia

North Vancouver; ***Pacific Starlight Dinner Train/*** **BCRail Passenger Services**; 1311 W. 1st St; 800/363-3733 or 604/984-5246; *www.bcrail.com/bcrpass*; 1-C.

Ontario

Waterloo; ***Ribbon of Steel Murders/*** **Waterloo-St. Jacobs Railway**; 10 Father David Bauer Drive; 519/746-1950; *www.waterloostjacobrailway.com*; 1-B.

Quebec

Hull; ***Sunset Dinner Train/*** **Hull, Chelsea & Wakefield Railroad**; 165 Deveault St.; 800/871-7246 or 819/778-7246; *www.steamtrain.ca*; 1-B.

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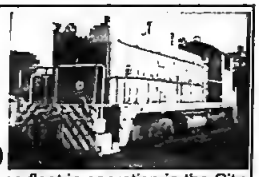
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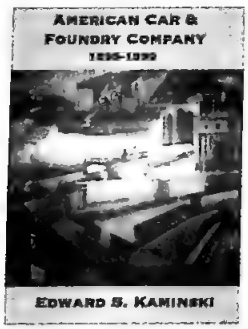

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RAILFAN EVENTS

KINGWOOD, WEST VIRGINIA, May 1-October 31. West Virginia Northern resumes operation to Tunnelton. Trips depart at 12 noon on Fridays and Mondays, 11am and 3pm on weekends. Dinner trains and track inspection car rides also available. Fares $15 adults, $7.50 kids 12 and under. For more information call the railroad at 800/253-1065.

KINGSPORT, TENNESSEE, May 1-2. Excursions on CSX's former Clinchfield route sponsored by Watauga Valley Chapter NRHS. Saturday Nollchucky Gorge Special to Sevier, N.C., Sunday Breaks of the Big Sandy Special to Elkhorn City, Ky. For more information contact Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605-0432; *watauga-nrhs@wireco.net.*

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; www.trainsunltdtours.com) is sponsoring the following trips. Write for a free catalog.
May 1-2, Wisconsin & Southern Rail Cruise from Madison to Prairie du Chien.
May 15-30, North American Railfan Spectacular visiting Simpson Timber railroad, Stevens and Kicking Horse Passes, Cariboo steam excursion, RDC's on BC Rail, *Spirit of Washington Dinner Train, Rocky Mountaineer* and the *Canadian.*
May 22-24, *Cariboo Steam Special* from North Vancouver to Kelly Lake, B.C., behind BC Rail 2-8-0 3716.
September 16-19, White Pass & Yukon Spectacular '99 with four charter trains, steam to Lake Bennett.
September 17-19, New England Fall Colors Spectacular featuring Conway Scenic, Mount Washington Cog and Winnipesaukee Scenic.
September 25-26, Cumbres & Toltec Scenic Fall Colors Spectacular with photo freight, double-headed steam.

DURANGO & SILVERTON NARROW GAUGE RAILROAD (479 Main Avenue, Durango, CO 81301; 970/247-2733) will hold the following special events. Contact the railroad for complete details.
May 8, Dedication of Freight Yard Museum.
June 25 and July 30, Mountains by Moonlight night train.
August 27-30, Railfest '99 with moonlight train, Galloping Goose excursions, Eureka & Palisade No.4, more.
September 25, Fall foliage train with runbys.

WISCONSIN & SOUTHERN RAILROAD is planning the following excursions in Wisconsin using the matched *Northern Pride* streamliner consist. For further information contact the Wisconsin & Southern Railroad, Passenger Department RF, 5300 North 33rd Street, Milwaukee, WI 53209-0229; 414/438-8820 ext. 221.
May 8-9, Madison to Pairie du Chien for Trains Unlimited, Tours.
May 14, Milwaukee to Horicon for WISE Division NMRA.
June 12, Neighborhood Appreciation Day at Markesan.
June 19-20, Depot Days at Edgarton.
July 2-5, Baraboo to Milwaukee for Great Circus Train.

MANITOWOC, WISCONSIN, May 14-16. Annual meeting of the Chicago & North Western Historical Society. C&NW slides and movies, tour of Wisconsin Central shops in North Fond du Lac, Saturday excursion to Packwood high bridge and Hilbert Junction, banquet and more. For registration form contact C&NWHS, 119 32nd Street, N.W., Cedar Rapids, IA 52405.

UNION PACIFIC STEAM will be on the road throughout May and June. UP 844 and 3985 will leave Cheyenne, Wyo., in mid-May for an eight-day trip to Roseville, Cal., for the yard rededication ceremony on **May 26.** Tentative itinerary is **May 14,** Cheyenne, Wyo., to Rock Springs, Wyo.; **May 15,** to Ogden; **May 16,** public display at Ogden Union Station; **May 17,** to Elko, Nev.; **May 18,** to Winnemucca, Nev.; **May 19,** to Sparks, Nev.; **May 20,** layover in Sparks; **May 21,** to Roseville, Cal. Several trips for UP customers will be run between the Roseville event and the NRHS/R&LHS convention in Sacramento. The locomotives will head east immediately following the convention with **June 28,** Sacramento to Roseville; **June 29,** to Winnemucca; **June 30,** to Elko; **July 1,** layover in Elko; **July 2,** to Ogden; **July 3** to Rock Springs and **July 4,** to Cheyenne. Except for the two convention trips *(see separate listing)* no trips are open to the public. The only other public trips scheduled for UP steam will be the Denver *Post* trip to Cheyenne for Frontier Days on **July 24** with Challenger 3985. More details as they become available.

DENNISON, OHIO, May 15. Steam and diesel round trip to Sugar Creek, Ohio, via the Ohio Central Railroad sponsored by Mahoning Valley Railroad Heritage Association. Trip will feature 4-6-2 1293 powering half the trip, stop made at Morgan Run shop to view GTW 4-8-4 6325 undergoing restoration. Tickets are $49.95 each from MVRH, P.O. Box 3055, Youngstown, OH 44511; Visa/MC users can call 800/571-1199.

RAILROADERS MEMORIAL MUSEUM (1300 Ninth Avenue, Altoona, PA 16602; 814/946-0834) will host the following special events. Contact the museum for details.
May 15-16, Horn & Whistle Festival.
June 1, Circus Day with Ringling Brothers and Barnum & Bailey Circus Train scheduled to traverse Horseshoe Curve.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-9600) will hold the following special events. Trains depart Flemington, N.J., at 11:30am, 1pm, 2:30pm and 4pm. Fares are $8 adults, $4 kids 3-12.
May 15-16, Great Train Robbery.
July 16, Mixed train with coaches added to regular freight train. Trip departs Ringoes at 10am. Tckets $20, advance purchase only.
July 17-18, Railroad Days '99 at Ringoes train station. Train rides, equipment displays, more.
September 18-19, Great Train Robbery.

CASS, WEST VIRGINIA, May 21-23. Cass Railfan Weekend sponsored by the Mountain State Railroad & Logging Historical Association. Trips on the West Virginia Central to Spruce and down Shaver's Fork of Cheat River, second trip to Bald Knob. Night photos, programs, hot lunches and more. For information contact Cass Railfan Weekend, P.O. Box 107, Cass, WV 24927; 800/CALL WVA.

HUNTSVILLE, ALABAMA, May 21-23. Annual meeting of Southern Railway Historical Association, Inc., with tours of Huntsville International Indermodal Center and Redstone Model Railroad Club. Yard and line tours, banquet at Huntsville depot, visit to North Alabama Railroad Museum, more. For registration and information contact SRHA, Inc., P.O. Box 33, Spencer, NC 28159.

CHESTER, MASSACHUSETTS, May 22. Chester On Track sponsored by the Chester Foundation, featuring vintage rolling stock, Amtrak and Conrail displays, live steam, granite works tour, railroadiana sales, more. Event runs 9am-4pm, free admission. For more information conact The Chester Foundation, 17 Bailey Road, Huntington, MA 01050; 413/667-8755.

BALTIMORE & OHIO RAILROAD MUSEUM (901 West Pratt Street, Baltimore, MD 21223-2699; 410/752-2388; *www.borail.org*) is holding the following special events. Contact the museum for details.
May 22, excursion to Williamsburg, Va.
July 21-25, A Day Out with *Thomas the Tank Engine.*
September 25-26, Fall Open House with special cab and caboose rides, yard switching, living history programs.

DURAND, MICHIGAN, May 22-23. Steam trip to Clare and Mount Pleasant, Mich., behind Pere Marquette 2-8-4 1225 sponsored by Bluewater Michigan Chapter NRHS. Durand-Clare fare is $99 and includes lunch at Doherty Hotel; Durand-Mount Pleasant fare is $79 and includes transportation to oaring Eagle Casino; side trip from Clare to Lake George is $20. For tickets or information contact Bluewater Michigan Chapter, P.O. Box 296, Royal Oak, MI 48068; 248/541-1000 or 800/594-5162 (ticket orders only).

RAILROAD CLUB OF CHICAGO (P.O. Box 8292, Chicago, IL 60680; 847/251-2262) will host the following trips from Chicago. Contact the club for full details.
May 22, Railfan excursion to Glen Ellyn, IL, to view action along the Union Pacific (ex-C&NW) main line. Trip departs C&NW Station at 8:40am on regular Metra train. Fare $10.
May 22, Dinner excursion to Spaghetti Station in the former North Shore station in Kenosha, Wisc. Trip departs C&NW Station on a regular Metra train at 4:35pm. Fare $30 includes train trip, motor transportation, dinner, tip and program by William K. Shapotkin on C&NW suburban service to Kenosha.
May 23, Excursion to the Illinois Railway Museum in Union. Trip departs Union Station on a regular Metra train at 10:30am. Fare $30 includes rail trip, motor transportation, unlimited rides at the museum.
June 19, Railfan excursion to Downers Grove to photograph trains on BNSF's ex-CB&Q line. Trip departs Union Station at 8:30am on a regular Metra train. Fare $10 includes round trip to Downers Grove.
June 20, Excursion to Fox River Trolley Museum in South Elgin. Trip departs Union Station on a regular Metra train at 10:30am. Fare $30 ($15 for kids under 12) includes rail and motor transportation and unlimited rides at the museum.

BLANDON, PENNSYLVANIA, May 29. PicnicRail '99 sponored by Anthracite Railway and Conrail Historical Societies, Hawk Mountain, Lehigh Valley and Pottstown & Reading Chapters NRHS and the Schuylkill Valley Model Railroad Club. Spend a day along Conrail's busy ex-Reading line on its last weekend before the Norfolk Southern takeover. Evening slide program by R&R managing editor Steve Barry. Fare $9 adults, $4.50 kids 3-12 includes afternoon snacks and beverages, buffet barbeque chicken dinner. Make checks payable to HMRHS and send to Phil Reppert, 17 Adele Avenue, Blandon, PA 19510.

THE *DOVER HARBOR* Pullman sleeper-buffet-lounge car will be making the following trips from Washington, D.C., behind regular Amtrak trains. For more information contact the Washington, D.C., Chapter NRHS, c/o Henry Bielstein, 13425 Reid Circle, Fort Washington, MD 20744-6522; 301/292-9592; *dcnrhs@us.net.*
May 29-31, Boston Pops Weekend; fares begin at $529.
June 15-July 1, to Sacramento, Cal., for Railfair and the NRHS/R&LHS Convention. Stops at Glacier National Park, Portland and Chicago. Fare $4299 per person double occupancy, one-way and segments available.

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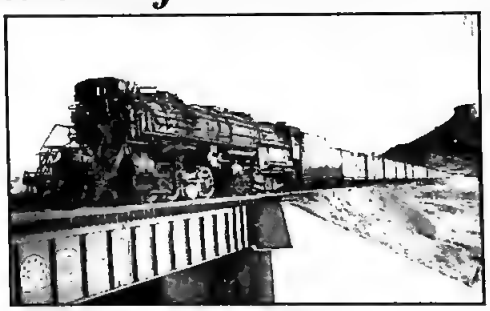

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June 4-7, *Tourist Trains & Halls of Fame in Ohio* with rides on Toledo, Lake Erie & Western and Cuyahoga Valley Scenic Railroad, plus Rock & Roll and Pro Football Halls of Fame.

June 25-July 1, *Keystone State Special* via Amtrak with visits to Western Maryland Scenic, Steamtown, Horseshoe Curve, Railroaders Memorial Museum and more.

July 10-17, *Colorado Rockies by Rail* via Amtrak with visits to Denver, Manitou & Pikes Peak, Royal Gorge Incline, Durango & Silverton Narrow Gauge, Air Force Academy and more.

July 30-August 7, *East Coast Rail & Sail* via Amtrak to New York, cruise to Provincetown, Portland and Halifax.

August 19-22, *Toronto* via Amtrak for Canadian National Exhibition.

September 11 or 12, *Historic Home Tour* in Marshall, Mich., via Amtrak.

September 26-30, *Once Around the Lake* via motorcoach and Algoma Central.

October 23-25, *Autumn in Red Wing* via Amtrak, stay at St. James Hotel.

MANASSAS, VIRGINIA, June 5. 5th Annual Manassas Railway Festival will be held in Historic Old Town Manassas. Rail exhibits, Buckingham Lining Bar Gang, rail excursions on Virginia Railway Express, more family activities. For more information contact Historic Manassas, Inc., at 703/361-6599.

SPENCER, NORTH CAROLINA, June 5-6. North Carolina Transportation Museum's 12th Annual Rail Days at Historic Spencer Shops. Three steam and diesel trains in operation, dinner in the diner, railroadiana sale and other family activities. Information from North Carolina Transportation Museum Foundation, P.O. Box 44, Spencer, NC 28159; 704/636-2889; *nctrans.org*.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *www.rrhistorical.com/frm*) will be sponsoring the following events at the museum in Strasburg. Admission is $6 adults, $5.50 seniors over 60, $4 kids 6-12, under 6 free, family maximum $16. Contact the museum for details.

June 5-6, Pennsy Days featuring railroad artists and authors, special displays and tours.

July 2-4, Reading Days with tours, a model railroad and other exhibits.

August 12-15, Railroad Circus Days with scale model equipment of circuses.

FOX RIVER TROLLEY MUSEUM (P.O. Box 315, South Elgin, IL 60177-0315; 847/697-4676; www.foxtrolley.org) will be holding the following special events. Fares are $2.50 adults, $2 seniors and $1.50 for kids. Conact the museum for complete details.

June 6, Spring caboose train rides.
July 4, Red, White & Blue Dollar Day, all rides $1.
October 3 and 10, Fall foliage caboose trains.
October 23, 24 and 30, Pumpkin trolley, pumpkins $1 extra.
October 31, Haunted trolley.

BRYSON CITY, NORTH CAROLINA, June 12. Railroad Days at the depot featuring railroad exhibits, spike driving contest, more. For information call 800/867-9246.

ROANOKE CHAPTER NRHS (P.O. Box 13222, Roanoke, VA 24032) will be sponsoring trips over newly-opened ex-Western Maryland trackage between Elkins and Belington, W.Va. Trip dates are **June 11-12, July 24-25** and **September 25-26.** For information and prices contact the Chapter.

GREENBANK (WILMINGTON), DELAWARE, June 12. Photographers' Mixed Freight charter on the Wilmington & Western with Baldwin 0-6-0 58 hauling vintage freight cars, combine and caboose. Night photo session and re-lettering No.58 planned. Trip limited to 70 riders, advance purchase only. Fare $55 adults, $49 kids. For tickets/information contact Alexander D. Mitchell IV, P.O. Box 2030, Glen Burnie, MD 21060-2030; *LNER4472@gateway.net*.

CALGARY, ALBERTA, June 12-13. Railway Days at Heritage Park Historical Village with 0-6-0s in freight train duty, spike driving, speeder rides and more. For more information contact Heritage Park Historical Village, 1900 Heritage Drive S.W., Calgary, Alberta, Canada T2V 2X3; 403/259-1900.

ALTOONA, PENNSYLVANIA, June 17-20. Penn State 1999 Railroad Heritage Conference will feature Railroads in Art, Music & Literature. Study tours include Conrail locomotive and car shops, the Railroaders Memorial Museum and an excursion. Tuition $440 (includes meals and double-occupancy lodging). For brochure with complete details contact Penn State Altoona, Continuing Education & Training, 3000 Ivyside Park, Altoona, PA 16601-3760; 800/PSU-TODAY; *www.outreach.psu.edu/ACE/RailroadHeritage/*.

SACRAMENTO, CALIFORNIA, June 18-27. *Railfair '99* at the California State Railroad Museum. Many visiting locomotives and rolling stock, including BNSF and UP diesels, Amtrak Talgo equipment and CalTrans California Cars. Visiting steam includes UP 4-8-4 844 and 3985, Sierra 4-6-0 No.3, Virginia & Truckee No.22 *Inyo* and No.11 *Reno*, Mount Emily Lumber Shay No.1, Western & Atlantic *General*, Graham County Shay No.1925 and Eureka & Palisade No.4 *Eureka*.

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MENDOTA, ILLINOIS, June 19-20. Railroad Crossing Days at the Union Depot Railroad Museum sponsored by the Mendota Museum & Historical Society. Gandy dancer express, railroad swap booths, local artists, tours of CB&Q 4978, more. Photographic display of *Women & the American Railroad* by Shirley Burman will be at the Hume-Carnegie Museum throughout June. For information contact the museum at 815/538-3800 or the historical society at 815/539-3373.

SACRAMENTO, CALIFORNIA, June 21-26. Joint convention of the NRHS and R&LHS with the following trips. **June 22,** Amtrak train to Richmond, Cal., via Franklin Canyon or steam double-header on the McCloud River Railroad; **June 23,** UP 4-8-4 844 to Tehama, Cal.; **June 24,** Amtrak circle excursion to Oakland and San Francisco with layover for cable cars and streetcars, out via Martinez, return via Altamont Pass; **June 25,** seminars and Railfair; **June 26,** UP 4-6-6-4 3985 to Keddie via Feather River Canyon. Registration and convention details from NRHS/R&LHS Convention, P.O. Box 8289, San Jose, CA 95155-8289.

SACRAMENTO, CALIFORNIA, June 24. Night photo session at the California State Railroad Museum, sponsored by the CSRM Foundation and RAILFAN & RAILROAD magazine. Admission $5 with Railfair ticket from any day, $10 without a Railfair ticket. Fare payable at the event. For more information contact Steve Barry at R&R at 973/383-3355 (9am-5pm ET).

BOSTON, MASSACHUSETTS, June 25-July 11. *Rails to the Rockies* tour via Amtrak, BC Rail and VIA. Visit Banff, Lake Louise, Jasper, Prince George and Vancouver. Fares start at $2400 per person. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

GALESBURG, ILLINOIS, June 26-27. Galesburg Railroad Days with equipment and displays including Frisco 4-8-2 1522, train show, excursion to BNSF yards, family entertainment. For more information contact Galesburg Area Convention & Visitors Bureau, 292 East Simmons Street, P.O. Box 749, Galesburg, IL 61402-0749; 309/343-1194; *gacvb@misslink.net*

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *www.pa-trolley.org*) will be holding the following special events. Admission is $6 adults, $5 seniors 65 and over, $3.50 children 2-15, kids under 2 free (except as noted). All events include trolley rides, displays, guided tours and more.

June 26-27, Trolley Fair.
July 24-25, Old Pittsburgh Days featuring vintage Pittsburgh trolleys.
August 14-21, take the trolley to the Washington County Fair.

RAILFAN & RAILROAD will celebrate its 25th Anniversary with a special rail excursion from Scranton to Analomink, Pa., on **July 5** in cooperation with Steamtown National Historic Site. Alco power eastbound, doubleheaded steam westbound with runbys. Trip departs Steamtown at approx. 8:30am. Tickets $59.95 adults, $39.95 kids 2-16. A box lunch may be purchased on the day of the trip. For tickets contact Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503; 570/340-5204. Visa/MC/AmEx accepted.

SCRANTON, PENNSYLVANIA, July 18-24 and July 25-31. Railcamp 1999 sponsored by the National Railway Historical Society and the National Park Service will be held at Steamtown National Historic Site. Railcamp is designed to provide a background in rail history interpretation, preservation and restoration, as well as transportation career opportunities and railroad operations. Participants should be between the ages of entering 9th grade in September 1999 and garduating 12th grade in June 1999. Tuition is $495 per person. For a descriptive folder contact Railcamp 1999, NRHS, P.O. Box 58547, Philadelphia, PA 19102-8547; 215/557-6606; *nrhs@compuserve.com.*

CINCINNATI, OHIO, August 7. *Summerail at CUT* will be held at Cincinnati Union Terminal. Railroadiana show, multi-media slide shows, tours of Tower A provide a full day's activity. Slide show presenters include Dave Beach, Dan Finfrock, Mike Kempert, Mike Leach, Garland McKee, Dennis Nehrenz & Jim Bobel, Bonnie & Jerry Obert, Dave Oroszi, Fr. Dale Peterka, Dale Sanders, Steve Smedley and Scott Snell. Tickets $12 (checks payable to Cincinnati Railroad Club) from Summerail 1999, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513/651-RAIL.

GLADSTONE, MICHIGAN, August 7-8. Steam excursions on former Soo Line and C&NW trackage sponsored by the DSS&A Division of the Soo Line Historical Society. Saturday morning trip to Manistique, Saturday afternoon trip to Hermansville, Sunday trip to Trout Lake. For information conatct DSS&A Division — SLHTS, 230 Ludington Street, Escanaba, MI 49829; 906/786-2192 or 888/335-8264.

MILWAUKEE, WISCONSIN, August 14-19. Trip to Lancaster, Pa., via Amtrak. Visit Choo Choo Barn, Toy Train Museum, Strasburg Rail Road and more. Fare $495 per person double occupancy includes most meals, Red Caboose Motel and rail travel. Information from Gerald Breitschneider, 3053 South 45 Street, Milwaukee, WI 53219; 414/545-0020.

PRINEVILLE, OREGON, August 24. Caboose rides behind Mt Emily Shay No 1 sponsored by Central Oregon Model Railroad Association. Trips at 10:30am and 12:30pm. For information call Brad Peterson at 541/447-6158; *ovrr@hotmail.com*

LOUISVILLE, KENTUCKY, October 14-17. 20th Illinois Central Railroad Historical Society annual meeting. Thursday trip on Corydon Scenic Railroad RDC's, Friday trip to Kentucky Railway Museum, Saturday railroadiana show and banquet with guest speaker Steve Lee of the UP steam program. For more information contact Mark L Miller, 111 Scott Street, Marion, IL 62959-7102; 618/997-5788 evenings; *mlm270270@midwest.net.*

NORTH CONWAY, NEW HAMPSHIRE, October 16-17. 25th Annual Railfan's Weekend at the Conway Scenic Railroad. Operating locomotives include 0-6-0 7470, a GE 44-Tonner, two F7A's, two FP9s and an Alco S4. Train operations to Bartlett and Crawford Notch, plus last trip on Redstone quarry branch before the line is relocated. Passenger, freight and mixed trains will operate, plus night photo session with Les MacDonald. Tickets start at $38 adult, $19 kids 4-12. For complete details contact Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; 603/356-5251.

INTERNATIONAL TOURS

S&S TOURS (865 El Camino Real, Sierra Vista, AZ 85635; 800/499-5685; *www.ss-tours.com*) is sponsoring three trips through Mexico's Copper Canyon. Dates are **July 6-13, September 21-28** and **November 16-24.** Prices start at $1495. Contact S&S for complete details.

TEFS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring the following foreign steam tours. Contact TEFS for details.

China, three different departures.
Ukraine, May 7-16, main line steam, standard and narrow gauge.
Zimbabwe, August 7-23, Garratts in regular service.
Myanmar, late October, main line charters and scheduled branch line steam.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; www.trainsunltdtours.com) is sponsoring the following foreign tours. Write for a free catalog.

Ecuador, July 10-18, plenty of steam, cab and roof riding.
Peru, August 14-29, steam, diesel and railcars, plenty of rare mileage.
Chile and Argentina, October 23-November 6, double-headed 2-8-2s, *Old Patagonian Express* charter.
Mexico, November 13-21, private Copper Canyon charter, power includes last operating EMD FT diesel.

Trains Unlimited, Tours is also offering several trips in **Russia** in conjunction with GW Travel of England. Call or write for the Russian Tour Brochure.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652.

May 1-2, Suffern, N.Y., Rockland Community College.
May 15-16, Tucson, Ariz., Pima County Fairgrounds.
June 5-6, San Mateo, Cal., Expo Center.
June 12-13, Belleville, Ill., Belle-Claire Expo Center.
June 26-27, Danbury, Conn., Western Conn. State University.

ROANOKE, VIRGINIA, May 1. Spring Railfair & Model Mania at the Virginia Museum of Transportation, 303 Norfolk Avenue, 10am-5pm. For information call 540/342-5670 or visit *www.vmt.org.*

TIMONIUM, MARYLAND, May 2. Transpo '99 Baltimore Transportation Show & Sale at Maryland State Fairgrounds, just off I-83, 10am-4pm. Admission $5, kids 12 and under free. Mention "RAILFAN" for a $1 discount. For information call 703/768-2990.

WINSLOW, NEW JERSEY, May 2. Great Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Hall & Hay Streets, 10am-3pm. Admission $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 (until 9pm).

GREAT MIDWEST TRAIN SHOW will be held **May 2** and **June 6** at DuPage County Fairgrounds, County Farm Road and Manchester, Wheaton, Ill., 10am-4pm. Admission $6, kids under 12 free. Information: Tom Edmonds, P.O. Box 1745, Lombard, IL 60148; 630/834-0653.

PHOENIX, ARIZONA, May 15. Everything Railroad Spring Swap Meet sponsored by Sahuaro Central Railroad Heritage Society at Postal Workers Recreation Hall, 3720 West Greenway Road, 9am-1pm. Admission $4, kids 12 and under free with adult. For information call 602/242-0751 or 602/846-9245.

STROUDSBURG, PENNSYLVANIA, May 16. Spring Train & Collectible Show sponsored by Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street, I-80 exit 48, 9am-2pm. Admission $3.50 adults, kids under 12 free. Information: Clay Colefield, Train Show Chairman, 4 Fairview Avenue, Mount Pocono, PA 18344; 888/421-6947.

SAN RAFAEL, CALIFORNIA, May 23. Great Western Train Show at Marin Civic Center, 10am-4pm. Admission $6, kids under 12 free. Information: Alan Shattuck, 700 Larkspur Landing Circle, Suite 199, Larkspur, CA 94939; 415/461-6844.

SAN ANTONIO, TEXAS, June 5 9th Annual Summer Train Show at Live Oak Civic Center, 8101 Pat Booker Road, 9am-4pm. Information. Frolin Marek, 4647 Harpers Bend, San Antonio, TX 78217; 210/655-1400 evenings, *FrolinMarek@worldnet att net.*

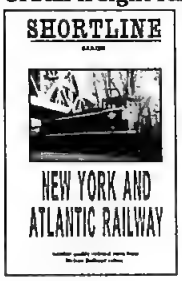
ORRVILLE, OHIO, June 12-13 Depot Days Train Show sponsored by Orrville Railroad Heritage Society at Orrville Union Depot, West Market and Depot Streets. 10am-4pm Free admission. Information Robert Cutting, 6036 Criswell Road, Apple Creek, OH 44606, 330/698-2367 evenings and weekends

ST. CHARLES, ILLINOIS, June 13 23rd Annual Midwest Railroad & Transportation Show at Kane County Fairgrounds, Randall Road between Rt. 64 and Rt.38, 10am-4pm. Admission $5, kids free Information. Turner Junction Enterprises, Inc., P.O. Box 158, Middle Amana, IA 52307; *jrbtjema@netins.net.*

GALESBURG, ILLINOIS, June 26-27. Train show in conjunction with Galesburg Railroad Days at Carl Sandburg College, 2232 South Lake Storey Road, Saturday 9am-5pm, Sunday 10am-4pm. Admission $3, kids under 14 free. For more information contact Harry Grossman at 309/341-5269; *harryg@galesburg net.*

VIDEOS

Urban freight railroading



New York & Atlantic Railway, from Hi-Iron Video, P.O. Box 780155, Maspeth, NY 11378; 60 minutes, $29.95 plus $3.25 shipping (NY Res. add 8.25% tax).

Those of you who might be curious about current freight operations deep in the heavily urban environs just east of New York City might be interested in this tape, which covers the New York & Atlantic's main yard and headquarters in Queens, plus the Bay Ridge Line and the Bushwick line. Started in May 1997, the NY&A took over freight operations on 263 miles of Long Island Rail Road trackage, interchanging with Conrail and the Providence & Worcester. The tape starts in the flat-switched Fresh Pond yard in Queens with views of some of the small fleet of MP15AC's and SW1001s doing their thing. Moving to the mainline, we see P&W GP38-2s moving light to the interchange, a NY&A doubleheader leaving the yard with a hopper train and Conrail picking up interchange cars. A round-trip cab ride in the lone GP10 with Steve Sanders, General Superintendent, to collect some cars follows. Substantial trackside and cab-ride coverage of the Ringling Brothers and Barnum & Bailey circus train follows (powered by three NY&A locos, one freshly painted in their new livery), showing the line-haul from Long Island City to the staging tracks at Garden City where the train is broken up and spotted for unloading. The circus train is an annual visitor to the NY&A. The tape ends after chasing the RBB&B train for a while, and a cab ride on the Bushwick Branch.

The audio and visual quality of the tape is good, with a lot of cab-ride footage, but some of the switching action is somewhat quiet. The infrequent narration is informative. The action is what it is — urban running in sometimes gritty surroundings — so don't expect stunning scenery and graffiti-free cars. If this rare topic is of interest, this 60-minute tape will give you a good, quick view — *TOM KELCEC.*

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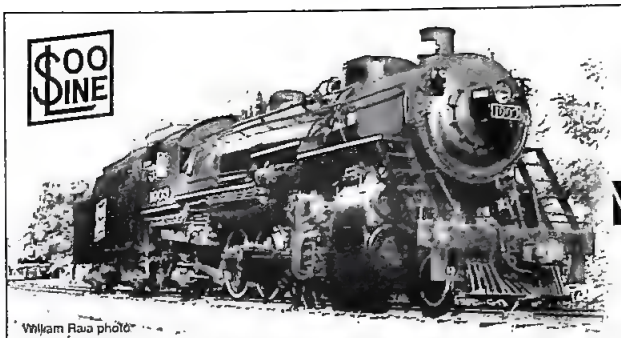

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- Frisco No. 1522 blasting up famous Byron Hill with both passenger and freight trains.
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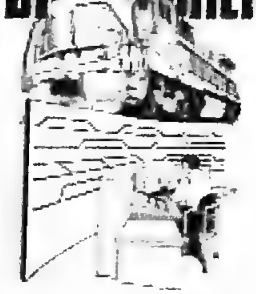

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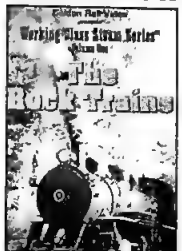
Mining in the 1930s

Ore to Copper, from The Rail Place, distributed through Hi-Iron Video, P.O. Box 780155, Maspeth, NY 11378; 30 minutes, $14.95 plus $3.25 shipping (NY Res. add 8.25% tax).

With all of the charter railfan trips on the Nevada Northern Railroad and the ensuing videos, many of us know about the latter-day rail operations out of Ely, Nevada. Here is a little-known tape which presents the historical background of this important copper-mining area via an early 1930s black & white corporate film focusing on the early mining activity at the Ruth copper pits and the McGill mill and smelter near Ely. The rail activity is covered by cameo appearances of the tank engines that worked the open pit, a Consolidation that took ore to the concentrator and views of rotary car dumpers. The rest of the tape covers the complete process, from mining the ore to the creation of copper ingots. It is a down-and-dirty, labor intensive, basic series of steps that is comparable to the iron-ore-to-steel process. The excellent narration, added to the silent film for this production, explains every process step, the varied corporate and railway history of the region, and even humanizes the coverage by mentioning specific people shown on screen — a nice touch that shows a good bit of research, given the passage of time.

The visual quality reflects an old black & white film. The overall content, while not brimming with rail coverage, is very good and complete. Anyone interested in the whole picture of what happened during the copper heyday of Nevada, or anyone who has visited the Nevada Northern, should see what it was really like by buying this 30-minute tape — *Tom Kelcec.*

From tourists to rocks



The Rock Trains, from Golden Rail Video, P.O. Box 10474, Glendale, CA 91209-0474, 888/844-4449; 81 minutes, $24.95 plus $5.00 shipping.

There are few times when a rail line that turned tourist road reverts back to a real freight hauler, especially when the line is steam-powered. The Mount Rainier Scenic Railroad, having suffered 1996 right-of-way damage at the Nisqually River bridge, needed lots of rock and fill transported to the site. The railroad's Porter 2-8-2 No.5 and Hillcrest Lumber three-truck Climax No.10 set aside their tourist-hauling duties to power heavy shuttle trains of side-dump cars 15 miles from the quarry to the bridge site. This tape comprehensively cover's the full scope of these hard-working steam operations, from trackside to great cab and running gear sequences to interviews with Jack Anderson, master mechanic. There are many twists and turns to the operations, and a

variety of weather and operating times. All the variety keeps the tape moving right along. The unique and quite thorough coverage of a wide-open Climax is certainly memorable, and perhaps should be the highlight given the few of these engines in operation today. Narration is very good, the sound and visual quality first-rate, and the editing nice. Hearing from the parents of the cranky and idiosyncratic Climax is both amusing and informative. The scenery of the region, including views of Mt. Rainier, helps make this a nice tape to watch. All in all, a good show for the steam fan who likes to see hard-working operations and wants a change from the typical tourist and excursion videos on the market — *TOM KELCEC.*

A steamy summer of '98

Steam '98, from Pentrex, P.O. Box 94911, Pasadena, CA 91109, 800/950-9333; 120 minutes, $19.95 plus $4.00 shipping ($5.00 shipping to Canada, $10.00 other international); Cal. res. add 8.25% sales tax.

Every year it seems people bemoan that "there ain't as much steam running this year as in the past." Pentrex debunks that myth for 1998 with a tape that features no less than one 4-6-0, one 4-6-2, two 2-8-2s, and three 4-8-4s running on main line and regional railroads.

The engine doing the most romping and stomping on the tape is Milwaukee Road 4-8-4 261. It is shown in no less than three different outings all over the upper Midwest. There are excursions on the Twin Cities & Western in Minnesota, high speed running on BNSF's Illinois race track between Chicago and Galesburg and trips out of Green Bay on the Wisconsin Central.

Southern Pacific *Daylight* 4-8-4 4449 made what's becoming an annual outing on BNSF out of Portland, Oregon, this time to Bend. We see the beautiful Northern along the Columbia and Deschutes Rivers and there are also some guest nautical appearances by everything from kayaks to a paddle-wheeler.

The other locomotives on this tape include Union Pacific 4-8-4 844 on its one 1998 excursion and Nickel Plate 2-8-2 587 on some runs out of Noblesville, Indiana, but the grand finale of the tape is a triple-header featuring Soo Line 2-8-2 1003 and 4-6-2 2719 along with Northern Pacific 4-6-0 328, albeit in weather so grubby not even video can save it.

The tape is of typical Pentrex quality with good sound, steady camera work and occasionally trite narration.

Who says steam is dead? It sure wasn't in 1998 — *S.B.*

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Providence, RI to Boston, MA	9B
New Haven, CT to Springfield, MA	10B
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New York City to New Haven, CT	15
Denver to Grand Junction, CO..(4 Parts)	17A,B,C,D
Sparks, NV to Oakland, CA..(4 Parts)	18A,B,C,D
White Fish to Havre, MT..(2 Parts)	19A,B
Chicago, IL to Valparaiso, IN	20A
Fort Wayne to Valparaiso, IN	20B
Pittsburg to Sutersville, PA	20-3
Sutersville to Indian Creek, PA	20-4
Indian Creek to Rockwood, PA	20-5
Rockwood to Hyndman, PA	20-6
Hyndman to Stuart Tunnel	20-7
Stuart Tunnel to Martinsburg, WV	20-8
Martinsburg to Dickerson, MD	20-9
Dickerson to Washington, DC	20-10
Toledo, OH to Detroit, MI	21A
Detroit to Jackson, MI	21B
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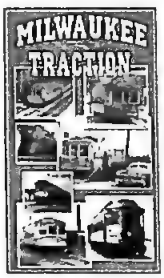

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Tape No.141 "D&H,NYS&W,NH,EL Scrapbook"	1 Hour-Color-Music
Tape No.142 "Chicago Trolleys"	1 Hour-Color-Music
Tape No.143 "Conrail Winter Blues"	1 Hour-Color-Sound
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STEAMTOWN ENGINEER SETH CORWIN (center) and RailCampers James Johnson, Ryan Lamm, Frank Eichenlaub, Tom Canfield and Wade George take a break from firing Baldwin Locomotive Works 0-6-0 No.26. The five campers were learning about railroad preservation at the first RailCamp sponsored by the National Railway Historical Society at Steamtown National Historic Site in Scranton, Pennsylvania, during July 19-25, 1998.

by

R.L. Eastwood, Jr.

Senior Vice President NRHS

FROM ACROSS the United States they came, 19 young people, to experience a previously untested method of developing interest in the rail preservation movement. RailCamp 1998 was the first step in a new program that steers the preservation movement into the 21st Century. Jointly sponsored by the National Railway Historical Society and the National Park Service, and held at Steamtown National Historic Site in Scranton, Pennsylvania, July 19-25, 1998, this event provided an "in-depth" look at the railroad history preservation movement as well as railroad operations from a perspective seldom seen by teenagers.

The RailCamp concept was initially developed by NRHS Regional Vice Presidents Jim Phillips of Savannah, Georgia, and Bruce Hodges of Oneonta, New York. Through various brainstorming sessions at the regional vice presidents' meetings held as part of the semi-annual NRHS board meetings, the idea advanced to the point where Bruce contacted Steamtown to gauge their interest in such a program.

With Steamtown's positive response, the test session was brought to the NRHS board of directors, who gave the go-ahead to NRHS Senior Vice President Larry Eastwood to negotiate with the Park Service for the pilot week. Larry and Bruce, who had advanced from Northeast Region Vice President to NRHS Corporate Secretary, held numerous planning sessions at Scranton, with the mileposts on the Pennsylvania Turnpike's Northeast Extension and Interstates 88 and 81 all indelibly inscribed in their memory circuits!

Steamtown Superintendent Terry Gess, meanwhile, assigned newly-arrived Assistant Superintendent Harold "Kip" Hagen to conduct planning sessions with NRHS and Steamtown Institute Director Ray Sauvey, who works on coordinating such affairs with the University of Scranton and the Steamtown Volunteer Association. The staff at Steamtown eagerly accepted the challenge of developing a curriculum which would both interest and challenge the anticipated attendees, and the date of the first RailCamp was set for July 19-25, 1998.

Some logistical and insurance concerns slowed the advancement of plans during the late winter months of 1998, but finally all the hurdles were cleared and the parties were satisfied that the concept would work. All that was necessary was to find some eager attendees. It was decided that the initial camp would be limited to a maximum of 40 participants.

The rail enthusiast media was engaged to assist in spreading the word, which was also disseminated throughout internal NRHS communications channels, with the desired goal an attending group that would represent all geographical and ethnic backgrounds from around the United States. Numerous NRHS chapters came forward and said they would sponsor one or more RailCampers, and these chapters used essay contests and local media releases in an effort to attract the widest possible audience to participate. Numerous campers paid their own way or were provided the tuition as a gift from their families.

The campers arrive

RailCamp 1998 director Larry Eastwood, accompanied by NRHS members Charles Benz, Bruce Hodges and Harla Lazur and the late NRHS Eastern Region Vice President Bill Mathews, gathered on Sunday morning, July 19th at Gavigan Hall on the University of Scranton campus to await the arrival of 19 registered young adults, most of whom had never met each other. After settling into the dorm rooms that were to be their homes for a week, the RailCampers went to dinner at the campus dining facility, where they were welcomed, introduced to each other, briefed on the curriculum for the week and given the oft-repeated mandatory safety rules to be observed in order to provide an enjoyable experience.

After spending a restless night of anticipation, the group walked from their dorms to the Steamtown complex on Monday morning, July 20th, anxious to see what RailCamp would be all about. Following a welcome by "Kip" Hagen, and an in-depth safety briefing by Safety Officer John Bilski, most of the day was spent in class learning the necessity of interpreting what they were preserving and restoring, so a story could be told. RailCampers were told that it was the intent of the cadre to prepare them to go back home to their local museums and restoration projects with the skills to not only rebuild locomotives, cars and stations, but also to tell their communities what the railroads meant to their development, and how railroads linked towns and cities with the outside world.

The entire day was given to heavy emphasis on interpretation, under the direction of Interpretive Specialist Glenn Smith and Rangers Bill Clark and Ken Ganz. Staff Curator Ella Rayburn and Restoration Specialist Wayne Dobson showed how Steamtown worked by taking the RailCampers through both restored and unrestored pieces of equipment to demonstrate the thorough process involved.

In an effort to provide as much individualized attention as possible, Tuesday, July 21st, saw RailCampers split into two groups, with the first going into the roundhouse pit with Shop Foreman Roger Samuels, who demonstrated the preparation of steam locomotives for Steamtown's excursion operations. Locomotive Shop Foreman Chris Ahrens, meanwhile, had taken his charges and sent them onto ex-Boston & Maine Pacific No.3713, under restoration at Steamtown, and challenged the group to remove the bolts to open the smokebox door. The challenge was accepted, with the campers wanting to disregard the lunch call (and the required switch with the alternate group for the afternoon) so they could complete their task. And while the morning group didn't get the smokebox door open, the afternoon group did, and 19 filthy dirty RailCampers retreated to the dorms at day's end.

Steve Barry, managing editor of RAILFAN & RAILROAD, led the way on Wednesday, July 22nd, designated "Career Day," by telling the RailCampers he was an accountant who completely changed professions to become an editor, relating that "anything was possible." Steamtown volunteer and Amtrak engineer Tom Wyatt related the duties and responsibilities of a high-speed main line locomotive engineer after the RailCampers had been served a great picnic lunch prepared by Steamtown's maintenance personnel at the Maintenance-of-Way building. This closed out a relaxing day which had begun with a bus trip to Johnson Technical Institute, a local Scranton trade school, to provide attendees with potential vocational courses and opportunities that exist.

The Future of Preservation

NRHS RailCamp comes to Steamtown

Photography by Bruce Hodges

WATCHING RAILROAD OPERATIONS up close as a learning tool are RailCampers Frank Eichenlaub, Kyle Myers and Shawn Melley. Steamtown engineer Bob Hutchinson and conductor John Tully are conducting this "lesson." Matt Studer of Branchville, New Jersey, practices his woodworking skills as others wait their turn (**below**).

On Thursday, July 23rd, the groups paired off again following the normal buffet breakfast, with each group alternating between the carpentry and metalworking shops under the guidance of Restoration Specialists George Canavan and Wayne Dobson. Power woodworking tools, welding, plasma cutting and hot riveting were broken up by a specially-arranged tour of the Union Pacific Big Boy cab at lunchtime, enthusiastically received by everyone.

Friday, July 24th, was the eagerly-anticipated date on the calendar which RailCampers awaited, for it was "Railroad Operations Day," their chance to learn about an operating railroad directly from the people who run the trains. Early in the morning they joined Chief of Railroad Operations Mark Brennan at the daily crew briefing session. Steamtown Engineers Seth Corwin and Bob Hutchinson gathered the RailCampers and presented Operation Lifesaver courses and instructions in railroad rules. A copy of Steamtown's Standard Procedures for Rail Operations, including NORAC rules, was provided to each attendee to study.

Outside the classrooms, dispatcher Sam Botts took everyone to the Bridge 60 tower to conduct an exercise in completing a dispatcher's worksheet while the alternating group of RailCampers rode the noon train to Moscow and took Form D instructions from the group in the tower. After lunch, exercises in yard operations, switching procedures, air brake testing and other operational items were provided, giving each participant a well-rounded briefing on how to safely operate a train.

Wrapping it up

As the sun set on Scranton on Friday evening, many parents joined the campers as Steamtown Superintendent Terry Gess, Assistant Superintendent Kip Hagen and NRHS Senior Vice President Larry Eastwood conducted an awards ceremony next to the turntable pit at Steamtown's Core Complex. The NPS employees, who had been so hospitable to the NRHS cadre and the RailCampers all week, went all out, preparing a huge chicken barbecue, with the Steamtown staff joining the RailCampers and their families in this scrumptious feast. This congenial and informal gathering was a wonderful way to close out this unique and positive experience, and "thank yous" and "goodbyes" were expressed between everyone. A genuine feeling of warmth was felt by everyone for the 19 young adults who had appreciated a unique opportunity to go "behind-the-scenes" to parts of Steamtown most people never see.

At a closing ceremony on Saturday morning at the University of Scranton, parents watched and listened as small groups of RailCampers gave reports from a project they had done on Tuesday, Wednesday and Thursday evenings. Each group was challenged to develop a viable plan to restore a half-abandoned town in conjunction with creating a tourist railroad, with a requirement to demonstrate financial responsibility and viability with the project. Separate groups also took a hypothetical steam locomotive restoration project on to determine its chances for success, only to find that it was not financially feasible to get the steamer in operation again. RailCampers and their parents were requested to provide the Park Service and NRHS personnel with some candid feedback on the RailCamp session and concept, so that future ventures can become even more successful than the 1998 event.

Because of the success of RailCamp 1998, NRHS and NPS at Steamtown have committed to operating two consecutive RailCamp sessions in 1999, demand warranting, with each session limited to 24 participants each. The dates for RailCamp 1999 are July 18-24 and July 25-31, 1999, at Scranton, Pennsylvania. Individuals interested in participating should contact RailCamp 1999, National Railway Historical Society, P.O. Box 58547, Philadelphia, PA 19102-8547 or e-mail at *nrhs@compuserve.com,* or by telephoning Office Manager Lynn Burshtin in Philadelphia at 215/557-6606 (fax 215/557-6740).

To the Steamtown staff — from Superintendent Terry Gess down, Steamtown Volunteer Association President Dennis Martin and his group, and Steamtown Institute Director Ray Sauvey — the NRHS officers, headed by President Gregory P. Molloy, express their sincere appreciation for the opportunity to provide 19 young adults a lucky chance for an experience that will last a lifetime. With its goal to develop a new generation interested in the rail preservation movement and its leadership, RailCamp 1998 has to be declared a big success. RailCampers have already developed some new relationships with each other, as well as volunteering in local preservation and museum efforts, which is exactly what NRHS hoped would happen when the concept evolved.

Amtrak "Rebrands" the Northeast

AT A MANHATTAN PRESS CONFERENCE on March 9th, Amtrak unveiled the new high-speed trains which will go into service between Boston and Washington later this year, and also announced the rebranding of its Northeast Corridor services under the name "Acela" (pronounced "ah-SELL-la"). The term, says Amtrak president George Warrington, represents a combination of "acceleration" and "excellence," and "is more than just a name for the new trains — Acela is a brand representing a whole new way of doing business."

The name was chosen from among some 400 choices by New York brand consultancy firm IDEO, and will be introduced to the public as part of a $20 million marketing campaign for the high-speed service. The new logo (**right**) will soon begin to appear in advertisements and promotional materials, while the familiar "pointless arrow" logo will be retired from use in the Northeast.

The announcement was made by Warrington and members of the Amtrak Board of Directors, including Wisconsin Governor Tommy Thompson and former Massachusetts Governor Michael Dukakis (the board's chairman and vice-chairman, respectively), along with the Federal Railroad Administration's Jolene Molitoris and U.S. Deputy Secretary of Transportation Morton Downey. In addition to detail on the high-speed project, Amtrak also announced several related changes, including a new employee training program designed to "raise the bar on customer service." That program was set to begin in April and continue for two years. In August, the reservations and sales center will be upgraded with new computer systems and this fall new uniforms will debut for all employees who have contact with customers. Warrington says the changes are part of Amtrak's effort to become more customer-oriented and market-driven. "It's not just about running trains. It's about business, money and market share," he said.

Acela service will be broken up into several different classes and categories, and the name will replace all of the current Northeast service "brand names." Gone are the Metroliner, Northeast Direct, Keystone Service, Empire Service and Clockers. Only the *Ethan Allen*, *Vermonter* and *Adirondack* will hold on to their current designations. The high-speed, limited stop trains will be known as *Acela Express*, and will feature both first class and business class seating and, like the current Metroliners, will be all reserved. *Acela Regional*, which replaces the current Northeast Direct, Keystone and Empire Services (including the New York-Toronto *Maple Leaf*), will offer two levels of service — reserved business class and unreserved coach. The Philadelphia-New York Clockers will fall under the banner of *Acela Commuter*, and will offer unreserved coach seating.

The *Acela Express* service, which is expected to begin later this year, after the new equipment is delivered, tested and accepted, will offer three-hour service between New York and Boston (versus almost five hours currently), at speeds of up to 150 miles per hour. New York to Washington running times will be reduced by about 15 minutes, with some of the expresses making the run in under two-and-a-half hours. Each of the 20 high-speed trainsets will feature eight cars — a power car at each end, four business class cars, one first class car and a cafe car. The sets will be fully A.D.A. compliant and offer seating for 304 passengers. Windows will be larger than on the current Amfleet cars, and overhead storage compartments will be enclosed. Electrical outlets for laptop computers will be included at each seat, and 32 conference tables and five public telephones will be spread throughout the train. The consortium of Bombardier/Alstom is manufacturing the trainsets at plants in Plattsburgh, New York, and Barre, Vermont, with one set already completed and shipped to the Pueblo, Colorado, test center of the Department of Transportation. The consortium is also building 15 high-horsepower electric locomotives which will haul longer trains.

Acela Regional services will also see upgrades over current offerings. Some 385 Amfleet coaches and cafe cars will be refurbished at Amtrak's Bear, Delaware, shops for the new service, making the *Acela Regional's* standard service car similar to today's Metroliner car. Coaches will seat 72 passengers (versus the current 84 in regular Northeast Direct service), and will feature overhead electronic message signs, redesigned restrooms and at-seat electrical outlets for laptop computers. Business class cars will also feature conference tables and public telephones. The redesigned cafe cars will resemble the Acela Express pub-style cafes, and will include public phones for coach passengers. By the end of this year, Amtrak expects to have 38 coaches, six business class cars and eight cafe cars in service, with the remainder to be phased in through 2002. The upgraded Amfleet coaches will also run on the former Clockers.

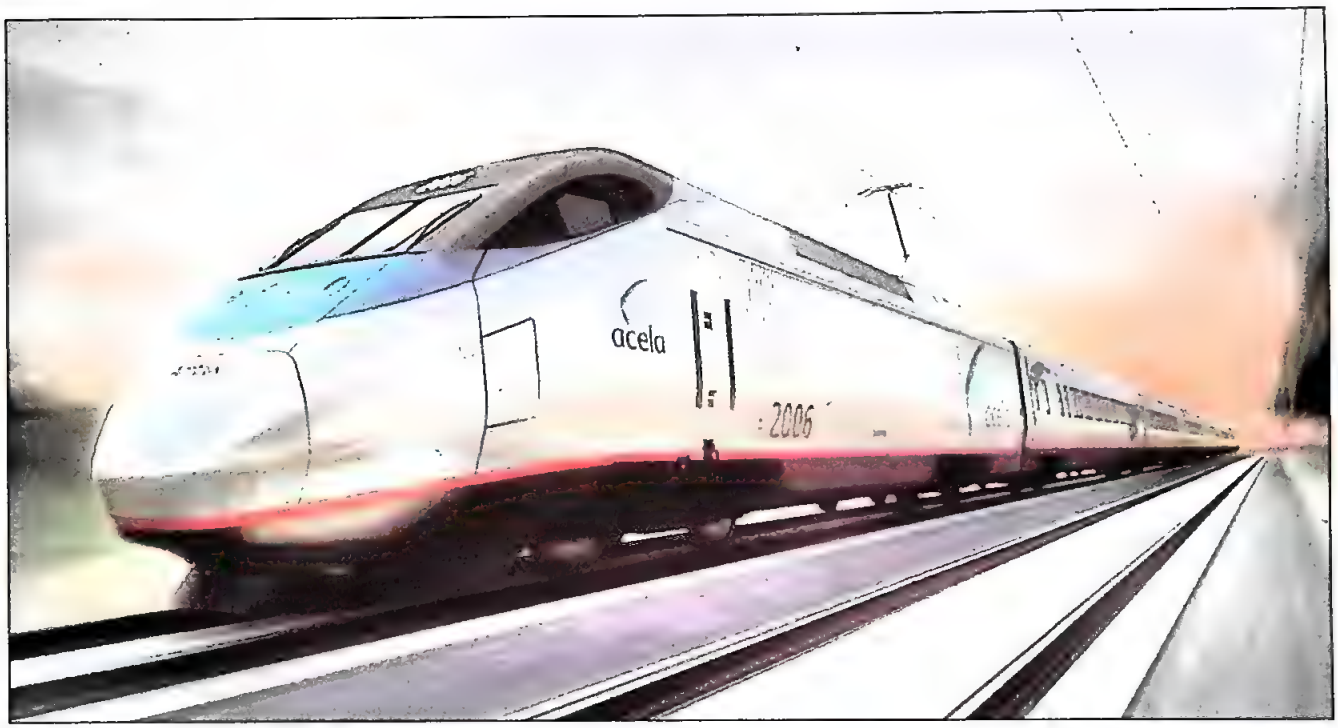
The company anticipates using the Acela introduction as a model for developing several new high-speed rail corridors across the country, including the Midwest Corridors (see **page 6** for a complete report on this initiative), the Pacific Northwest Corridor (Vancouver-Seattle-Portland), the Gulf Coast Corridor (Atlanta-New Orleans) and two in California (Los Angeles-San Diego and Oakland-Bakersfield).

New York Tourist Line Takes Shape

THE LEATHERSTOCKING CHAPTER of the National Railway Historical Society continues to make progress on the rehabilitation of the former Cooperstown & Charlotte Valley trackage trackage it owns in upstate New York. The 16-mile line, at one time the Delaware & Hudson's Cooperstown Branch, runs between Cooperstown and Cooperstown Junction in Milford, New York, where it connects with the CP/D&H main line. A major maintenance blitz was in the works this spring in anticipation of starting tourist service on the line by Memorial Day weekend. Among the projects being undertaken are filling in a washout near Milford, installation of 5000 ties, surfacing and grade crossing work, and dumping new ballast. The chapter will continue using the Cooperstown & Charlotte Valley name for its tourist trains.

BNSF 1999 Capital Plans

BURLINGTON NORTHERN & SANTA FE plans to spend $2.5 billion on capital improvements this year, the railroad announced recently. About $812 million of that total will be spent on track and signal upgrades throughout its 31,000-mile network, with more than 800 miles of new rail laid, 2.4 million ties installed and 12,500 miles of track resurfaced. Another $456 million has been set aside for capacity expansion projects that will double- and triple-track key lines in Texas, New Mexico, Colorado and Wyoming. Some $733 million will be spent on 476 new locomotives that will alleviate a motive power shortage the railroad has suffered from since the 1995 merger. The locomotive orders are split between General Electric and GMLG, with 320 of the units coming from GE in the form of C44-9W's. The remaining 156 units are GM SD70MAC's. According to BNSF, by the end of the year, more than one-third of its locomotive fleet will be less than four years old.



Amtrak's New High-Speed Trainsets for Northeast Corridor service are currently being constructed by Bombardier/Alstom. The first of the 20 eight-car trainsets will enter service between Washington, D.C., New York and Boston this fall. An artist's rendering shows off the new trains' stylings, along with the new logo and service name Amtrak has developed for its Northeast services — Acela. The "product lines" formerly known as Metroliners, Northeast Direct, Empire Service, Keystone Service and Clockers will fall under the Acela banner. The new trains will have redesigned cafe cars featuring video monitors, public telephones and expanded food and beverage menus (**right**). Current Amfleet cafe cars will undergo remodeling to resemble the new cars. For complete details see the opposite page.

Daniel Gaines

Brand New BNSF C44-9W No.4306 poses outside the GE plant in Erie, Pennsylvania, in February (**left**). BNSF will take delivery of 320 of these units this year, along with 156 SD70MAC's from the General Motors Locomotive Group. The locomotive purchases are part of the railroad's $2.5 billion capital budget for 1999. See report on opposite page for more details.

RAILNEWS

Bradley McClelland

BNSF Coal Train Detours

A derailment on BNSF's ex-CB&Q Denver Line in Melrose, Iowa, led to detours for eastbound coal trains from the Powder River Basin during the second week of February. The detour trains went via the Twin Cities, then down the River Line and either east on the C&I line at Savanna, or south to the main line at Galesburg. A trio of BNSF SD70MAC's leads a loaded coal train on the C&I through Flagg Center, Illinois, at 7:44 a.m. on February 13, 1999 (**left**). The diverging track in the foreground is the connector to the 23.5-mile branch to Rockford, Illinois, which BNSF sold to Illinois RailNet on January 23, 1999.

New Life for Amtrak F40's

Amtrak's F40s, once the backbone of the carrier's fleet, may have been largely supplanted in passenger service by newer power, but the 18- to 23-year-old units aren't down for the count just yet. After rebuilding, at least 15 of the 3000-horsepower EMD's will live on in freight service for the Canadian American Railroad. Amtrak's Beech Grove, Indiana, facility is handling the rebuilding, which includes installation of a front access door and walkway to make the units more practical for freight service. CDAC will number the units 450-464. The first of the group, CDAC No.450 (formerly Amtrak 380), pauses at Kenwood Yard in Albany, New York (**right**), on February 16, 1999, while on its way to its new home. CDAC has an option for another batch if they find the first group to their liking.

Alan Irwin

Randy Allard

New Paint Scheme for Helm's Switchers

Fresh out of the shop and showing off the brand new HLCX switcher scheme of solid black with a white sill stripe is SW1500 No.1516. The Helm leasing switcher, one of the first to receive the new paint, is seen at Metro East Industries in East St. Louis, Missouri, in February, 1999. So recently has the unit been outshopped that the masking paper hasn't yet been removed from the windows.

Inspection Trains West....

DDA40X No.6936 hauls a six-car Union Pacific inspection train westbound over the former Southern Pacific Tucumcari Line (the Carrizozo Subdivision), where a significant amount of track and signal work has been occurring in an effort to increase the line's capacity. Consist for the February 11, 1999, trip included a head-end power car, a dome and the theater inspection car *Idaho*. Seen climbing the grade just west of the Davis siding, the train is about eight miles west of Santa Rosa, New Mexico. The 6936, a 1971 EMD product, is the last remaining DD40 on the roster.

Erich Brock

....And Inspection Trains East

Two of Conrail's three classic E8 cab units are seen leading an inspection train ("OCS" — Office Car Special — in Conrail parlance) south across the Iona Island trestle on Conrail's River Line near Bear Mountain, New York, on the afternoon of March 5, 1999. The equipment, and this trackage, will soon be officially in the hands of CSX — likely by June 1st. But in this scene, as springtime approaches along the Hudson River, the E8s and the cars, in their handsome Brunswick green, remind observers that Conrail lives on, for a little while longer.

Steve Barry

CSX Takes Delivery of Its AC6000CW Fleet

More than two years after the first three prototype test units arrived on the property, CSX's AC6000CW fleet has begun to arrive from General Electric en masse. Seen at the GE plant in Erie, Pennsylvania, in late January are Nos.611 and 610. The 6000-horsepower behemoths underwent much testing and refinement during the gap between the delivery of 600-602 and the current batch (which will be numbered 603-636). As of mid-March, CSX had received up through 617.

Mike Hoppe

The Hull, Chelsea & Wakefield

A Little Bit of the Old World Comes to the New

BY PIERRE OZORAK

A FEW MILES NORTH of Ottawa, Canada's national capital, a little-known railway runs along the shore of the Gatineau River. The Hull, Chelsea & Wakefield Railroad, operating between Hull and Wakefield, Quebec, caters to the most discriminating traveller. Spectacular scenery is provided, as well as a distinct flavor of the Old World as the railway operates using Swedish-built equipment.

History of the Line

The line's history can be traced back to the days of Philemon Wright, founder of the city of Hull, Quebec, at the beginning of the 19th century. Hull is located at the junction of the Gatineau and Ottawa Rivers, 120 miles west of Montreal. Across the Ottawa River from Hull was the city of Bytown, later renamed Ottawa. It became Canada's national capital about 60 years later.

For centuries the Gatineau River was used by Native Americans as a commercial highway. The arrival of Europeans in the New World brought an increase in the demand for goods provided by the natives as the lucrative fur trade boomed during the 17th and the early part of the 18th centuries. Following the British conquest of New France, in the latter half of the 18th century, the lumber industry usurped the fur trade in importance to the colony's economic development. Britain was particularly keen on purchasing wood for the purpose of building its fleet of ships.

The expanding lumber trade is what eventually brought Philemon Wright to the junction of the Ottawa and Gatineau Rivers. Wright began exploiting the Gatineau River by floating logs downstream to his lumber mill in Wrightville, near Hull. As the lumber trade grew, settlers began establishing farms along the river. A crude road was built along the shore of the Gatineau River, but it proved to be quite an experience to travel on, especially during spring and fall when it turned to mud. Villages were built at twelve-mile intervals which, at the time, was considered a day's journey by horse or wagon.

By 1871, several Hull businessmen, including E.B. Eddy and Alonzo Wright (Philemon's nephew), recognizing the advantage of building a railway up the Gatineau valley, organized the Ottawa & Gatineau Railway Company. The company's charter allowed the building of a railway

north to Desert River, near Maniwaki, a distance of about 80 miles. Construction of the line did not begin until 1887. Three years later, work crews had reached Wakefield, located at mile 20. On October 10th of that year, an official inspection tour of the line was made, and the following year the first scheduled passenger train arrived in Wakefield.

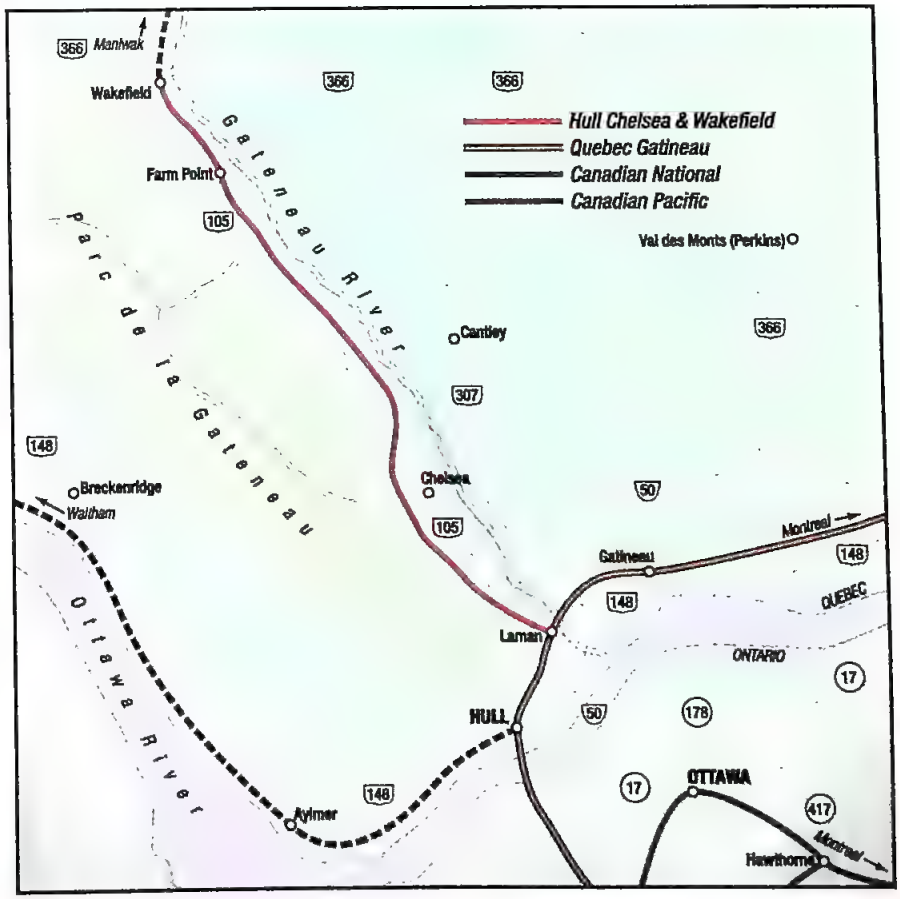
In 1901 the railway went through a number of reorganizations and was renamed the Ottawa Northern & Western Railway. By this time, however, the company's coffers were empty, and it could not afford to finance the construction for the remaining part of the line. An agreement was reached with the Canadian Pacific Railway to finish the line. In return, the ON&WR would then be leased to CPR for a period of 999 years. The line to Maniwaki was completed in 1903 and regular passenger service was started on February 8th of the following year.

For years, the Maniwaki line enjoyed at least one daily passenger train in each direction. Following World War II, the number of passengers gradually decreased and, in the mid-1950s, CPR replaced its conventional equipment on the Maniwaki line with Rail Diesel Cars (RDC's) as a cost-saving measure. Improved local highway conditions led to the end of passenger rail service and, on January 27, 1963, CPR operated its last scheduled passenger train on this line.

In 1974, regularly scheduled passenger service was revived on part of the line when the National Capital Commission, in cooperation with the National Museum of Science and Technology (NMST) and the Bytown Railway Society, began operating steam excursions between Ottawa and Wakefield on Wednesdays and weekends during the summer season. During 1974 and 1975, former Canadian Pacific 4-6-0 No.1057, on lease from the Ontario Rail Association, handled the Ottawa-Wakefield trains. Meanwhile, the NMST's own locomotive, former CPR 4-6-2 No.1201, underwent a complete overhaul at CPR's John Street Roundhouse. It replaced No.1057 for the summer 1976 season, and continued to grace the rails between Ottawa and Wakefield for almost a decade until September 3, 1986, when the National Capital Commission announced it would no longer be involved with the excursion program due to a 900% increase in insurance premiums. Once again, passenger rail service up the Gatineau valley had come to the end of the line.

In 1984, CPR applied to the Canadian Transport Commission for the abandonment of the entire 77.7 miles of the Maniwaki Subdivision. Besides supplying the crews for the passenger excursion trains, CPR also still operated the occasional freight train on an as-needed basis, averaging one trip a week. Following the approval of the commission for the abandonment, an agreement was reached between CPR and the municipalities of Hull, Chelsea and La Peche to acquire the part of the Maniwaki subdivision between Hull and Wakefield. As part of the agreement, CPR donated the track between Hull and Wakefield, in exchange for a charitable receipt to the amount of $2.9 million Canadian. The track north of Wakefield

***FLYING CANADIAN FLAGS** that belie its Swedish heritage, Hull, Chelsea & Wakefield 2-8-0 No.909 leads a northbound excursion across the wooden trestle at Cascades, Quebec (left). HC&W passengers enjoy scenic views along the shore of the Gatineau River for much of the leisurely, 20-mile trip.*



was not as fortunate and was subsequently dismantled. With the line between Hull and Wakefield secured, the municipalities hoped to be able to operate passenger rail excursions soon.

HULL, CHELSEA & WAKEFIELD

In order to organize the new railway, attempts were made to raise capital with the help of several local businessmen, but the attempts proved unsuccessful. One investor, Andy Tommy, actually purchased some railway equipment, including two diesel locomotives, three passenger cars and a caboose. Owner of a nearby ski resort, Tommy anticipated running trains on a year-round basis, with ski trains operating during the winter months. Unfortunately, he decided to drop the project when local and provincial governments added conditions to their financial support. To this day, most of the railway equipment purchased by Tommy can still be seen, located on a siding next to the Hull, Chelsea & Wakefield's line, just south of Wakefield.

It was not until 1992, with the arrival of another entrepreneur, Marc Grondin, along with a number of local investors, that a new railway actually began operations. The new operators received a provincial charter incorporating the Hull, Chelsea & Wakefield Railroad. However, for marketing purposes, the operation was advertised as the Choo-Choo Steam Railway Company.

An active search went on to find a steam locomotive, but as no suitable candidates were found in North America, inquiries went overseas. At the time, the Swedish government announced it would be disposing of its strategic military railway reserve totaling nearly 150 steam engines. The locomotives had been stored, ready to be returned to active service at short notice should the Soviets cut off electrical power exported to Sweden. Being completely electrified, Sweden's entire railway network would have come to a standstill. The end of the Cold War dissolved the Soviet threat and, with the strategic reserve no longer required, the Swedish government elected to dispose of the surplus equipment.

An agreement was reached between the HC&W and the Swedish government for the purchase of two locomotives and a group of rolling stock for the sum of C$500,000. The equipment consisted of a 2-8-0 built in 1907, a diesel locomotive built by NOHAB-GM in 1962, nine passenger cars built between 1931 and 1944 and two flat cars, the latter intended for railway maintenance. The equipment was shipped across the Atlantic Ocean aboard the *M.V. Federal Maas*. The captain of the ship was quite relieved after delivering his cargo at the port in Montreal, Quebec. With some of the railway equipment fastened on the ship's top deck, the vessel had swayed more than usual when it was hit by five severe storms during the trans-Atlantic trip.

Upon arrival in Hull, certain modifications were made to the equipment. The passenger cars had retention tanks added and the steam engine, numbered 909, received a bell and radio, and its headlights, which originally burned acetylene, were modified to use electric power. The diesel, a GM-designed T43 numbered 244, required little work except for the addition of a bell and the replacement of its Swedish horn with a Canadian equivalent. It should be noted that both the 909 and the diesel are left-hand drive engines.

Other preparations for the start-up of service included building a station at each end of the line, at a cost of C$125,000 each. A turntable was also purchased from CPR and installed in the HC&W's yard in Hull. Wakefield was already the recipient of a turntable, installed during the 1970s when the National Capital Commission and the NMST operated their passenger trains.

For two years, the Choo-Choo Steam Railway Company operated excursion service to Wakefield. Unfortunately, the new service encountered numerous problems, including vandalism, equipment failure and management problems. When the operation began, the operators had considered operating on a year-round basis with two trains a day in the summer. This proved to be overly optimistic as passenger loads during the first year were well below capacity. Eventually, Choo-Choo's schedule was cut back and plans to operate during winter and spring of that first year were shelved. By the end of the second year of operation, the Choo-Choo Steam Railway Company had declared bankruptcy.

***NO.909 SMOKES IT UP** at Farm Point, Quebec, in October 1992, when the line was operated as the "Choo-Choo Steam Railway."*

In 1994, the railroad was reorganized under the direction of Jean Gauthier, who was a silent partner in the previous outfit. Under the new management, the company has taken on the aspect of a family business, with several members of the Gauthier clan employed by the railway.

Andre Groulx, Gauthier's son-in-law, is the new marketing agent. With a background in business administration, Groulx hopes to make the railway a successful venture. He plans to tap into new markets, including local and regional bus tour operators, and is also interested in attracting customers from organized international tours as well. To differentiate the new company from its predecessor, the Choo-Choo moniker was dropped. Instead, Gauthier chose to go with the company's charter name, the Hull, Chelsea & Wakefield Railroad.

As part of the reorganization, some of the passenger cars were modified to accommodate previously unserved clientele. One car had several seats removed and tie-down clips installed to fit wheelchairs. Oversized doors were installed at one end of the car as well as a washroom that is wheelchair-accessible. Platforms in Hull and Wakefield were raised to be at the same level as the car floors, thereby eliminating the need for a wheelchair ramp. Another car was modified to carry bicycles, allowing cyclists to ride the train one way and cycle the other. In addition, the cars were repainted with a cream color on the upper half and a medium green on the lower half, replacing the earlier color which was very reminiscent of red primer paint. The cars have been named to reflect local communities or municipalities. During 1995, air conditioner units were installed in the cars.

The railway also implemented a number of other changes. In 1994, the HC&W sold its recently-built station in Hull to local businessmen who converted it to a restaurant. A new station was built next to the HC&W railway yard in suburban Hull, where plenty of customer

parking was available. The move eliminated the need to travel over one mile of CPR's Lachute Subdivision in order to reach the original Hull station. This represented a substantial savings, since Choo-Choo had paid CPR C$175,000 in 1993 alone for using their one mile of track.

Dinner Train Service Introduced

In an attempt to attract new patrons, the Hull, Chelsea & Wakefield recently introduced its dinner train service, *Gastronomic Sur Rails* (gastronomy on rails). This service is offered on Friday and Saturday evenings during the summer. It offers a wonderful culinary experience for the most discriminating palate. This summer I had an opportunity to enjoy this new service, as some very good friends of mine ("the three musketeers") decided to treat me to the dinner train service as a surprise birthday present! (Thank you again, my friends. It was most enjoyable!)

Inside the dinner train, tables are dressed in white linen. On each table is a bouquet of fresh flowers. Candles provide a romantic atmosphere inside the Scandinavian-built cars. The meals are exotic, and each plate is presented as a visual as well as culinary masterpiece. As an entree, I had Game Terrine with a wildberry marmalade and maple brandy. Two choices of main meal were available — Medaillon of Beef braised in Pinot Noir from Quebec or Supreme of Chicken with a wild mushroom sauce. Both seemed equally tempting, and I finally chose the chicken. For desert, an apple-and-pear strudel was offered, along with tea or coffee. The dinner train also offers a wide selection of beverages including several beers made in local breweries.

The entree and the main course are served as the train makes its way north to Wakefield. As the train moves closer to its northern terminus, the sun slowly sets behind the Gatineau Hills, but not before it has cast its golden glow over the Gatineau River and the maple, birch and evergreen trees beyond it. During the fall, this scene is simply breathtaking. Dessert and a digestif are served on the return journey. As the train makes its way back home, a variety of local entertainers stroll through the cars entertaining passengers with classical and folk music. Throughout the trip, the HC&W's on-board staff tries to make your journey a pleasant one. This trip is a must for the food connoisseur.

No.909 in Pictures

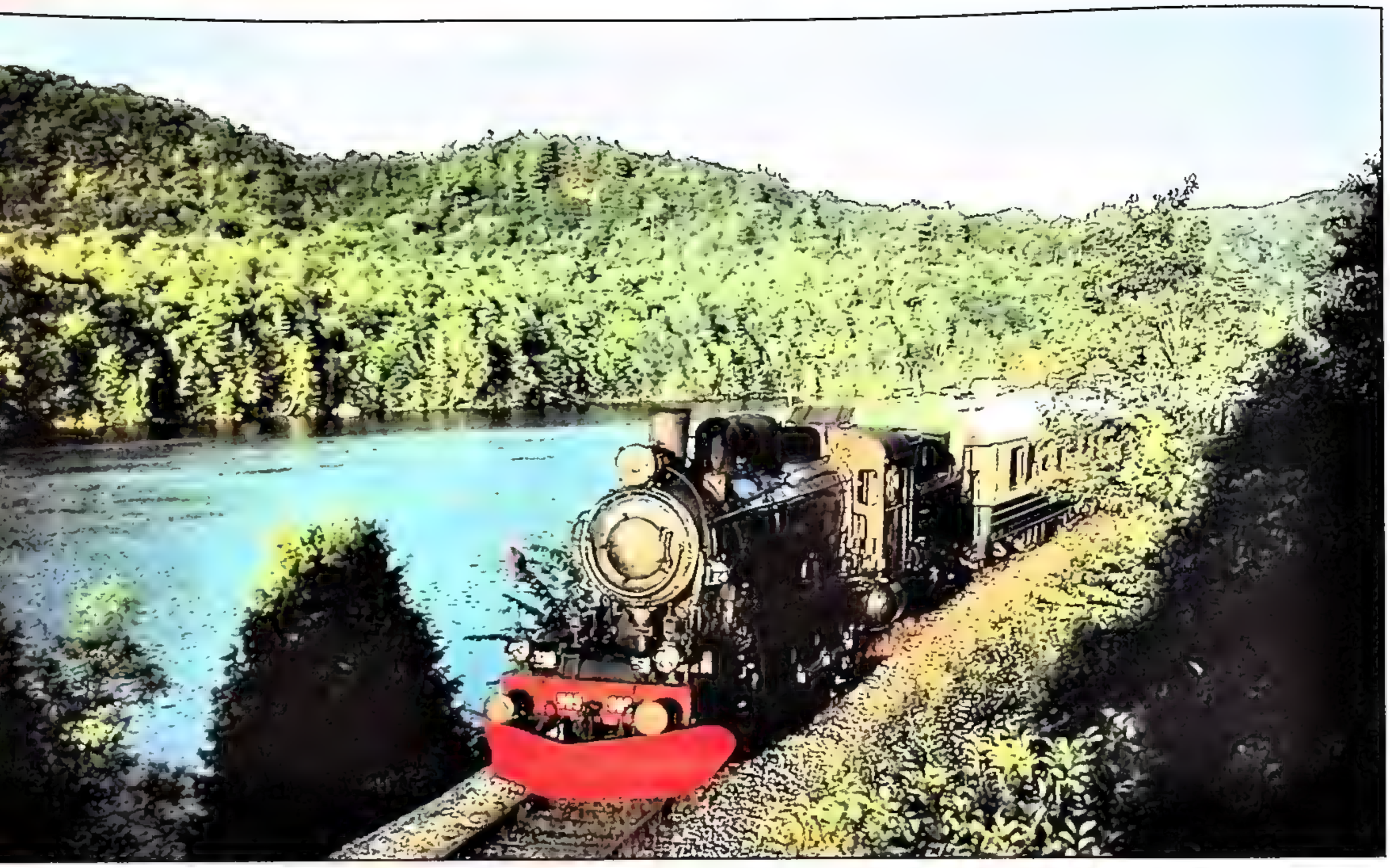
During May 1998, the Hull, Chelsea & Wakefield's No.909 made the movies when it was contracted to do a scene in a Montreal production of the movie *Grey Owl*. Pierce Brosnan plays the role of Grey Owl, who is part Native American and is recognized in Canadian history as the father of the environmental movement in Canada. A set depicting a small northern Ontario town was erected near Wakefield, and HC&W No.909, along with one car repainted especially for the film, played an important role.

Riding the Line

The day I chose to ride the train was warm and sunny. Departure time was scheduled for 1:30 p.m., and I arrived in Hull about 30 minutes early. Parking was a simple operation with ample room adjacent to the company's new station in Hull. This building also doubles as an engine house, with that function located at the rear, behind the ticket office and company headquarters.

By the time I arrived, several passengers were already roaming the platform. The presence of a couple of commercial tour buses parked nearby indicated that Andre Groulx had been successful in booking a few tours for today. After purchasing my ticket from the pleasant

IN THE DAYS BEFORE HC&W OPERATION, *the National Capital Commission ran excursions over the line using the National Museum of Science and Transportation's former CP 4-6-2 No.1201. Fresh from a major overhaul, No.1201 crosses the Rideau River in Ottawa on July 25, 1976 (**top**). A financial dispute scuttled plans by local entrepreneur Andy Tommy to take over the service, but the equipment he purchased — including ex-Canada Starch S4 No.7, a VIA baggage car and coaches, and a CN caboose — remain on the property in Farm Point, Quebec (**above**).*



THE LAST RAYS OF LATE-DAY SUNLIGHT *provide a dramatic setting as Hull, Chelsea & Wakefield No.909 hauls a northbound train along the Gatineau River in Farm Point, Quebec, on August 9, 1996. In 1998, No.909 had a role in the Pierce Brosnan film,* Grey Owl.

office clerk, I headed for the train. On the point, engine 909 simmered in the early afternoon sun. The engine crew was busy with last-minute maintenance. A brass oval plaque mounted on the locomotive cab indicated the engine's number, class and previous owner, Statens Yarnvagar (Swedish State Railway). The tender also sported an attractive Statens Yarnvagar logo, since been replaced by an equally attractive HC&W logo. Behind the 909, the train's consist included nine coaches in the attractive green and cream paint scheme — quite an improvement over the primer-like color which adorned the cars upon their arrival from Sweden.

Next to the train, an elevated platform had been constructed, eliminating the need for steps. The door at the end of one car was located next to a ramp covering the space between the platform and the train for the convenience of patrons requiring wheelchair access. I entered the confines of the train and found my window seat in a coach where a dozen jovial passengers were already seated. The car's interior seemed bright and roomy. Overhead baggage racks were of the open type, which helped in creating a sense of roominess inside the car. The seats, curtains and flooring, in complementing shades of green, were well-lit by sunlight filtering through the large windows. Gradually, at least another dozen passengers trickled in, filling in the empty seats before our train eased away from the station.

Less than a minute after leaving the station, we stopped while road vehicles cleared the grade crossing at St. Raymond Boulevard. Slowly we inched our way across the road and then, picking up a little speed, traveled past an industrial park and then a residential area. Shortly after leaving Hull, the train attacked the steepest grade on the line, Mile Hill. Measuring 2.2%, the climb covers a distance of three miles, and is topped by an S-curve at the crest. Under ideal conditions, the 909 easily brought up all nine passenger cars uphill. However with each car weighing 35 tons, when the rails are wet or slippery, the 909 can exhibit a lot of stack talk and smoke as it struggles uphill to Chelsea.

After cresting Mile Hill, our train passed the little community of Chelsea. In the earlier part of this century, a spur had been built down to the nearby Gatineau River to transport building material for the construction of a hydro-electric dam, which became visible north of Chelsea as we rounded a curve next to the Gatineau's shore.

Proceeding northward, the picturesque Gatineau Hills came into view, looming over the Gatineau River on the right side of our train. The view along the river was rather scenic. Having traveled over this line during the fall, I can only add that the scenery becomes spectacular at that time of year, when the leaves of birch, oak and maple trees change hues, creating a veritable cornucopia of colors. As we moved north, the river remained visible most of the way to Wakefield. The train's slow speed allowed travelers plenty of time to enjoy the passing scenery.

Near Burnett we passed the site of an old sand quarry once served by CPR but long since abandoned. Birch trees and smaller shrubs had begun the slow process of reclaiming the area. A few miles north at Farm Point, a limestone quarry was visible on the left side of the train. This operation still ships material out by truck, and it last handled rail traffic in 1992 when it supplied stone to ballast the HC&W's right of way.

As the train proceeded north, I decided to investigate what possible treats might be available in the on-board snack bar. I was pleasantly surprised that besides the regular assortment of sodas, chips and chocolate bars, a number of exotic items were also available. Among them were West End and Sioux City brand sodas, Dad's Honey Lemonade and a selection of Canadian beers. Hot popcorn and sandwiches could also be purchased for a reasonable fee, and souvenir hunters could do their shopping as a variety of HC&W items were available. Among the other services provided by the railway was a car host announcing local historical anecdotes, and passengers were also serenaded by local musicians who performed a mixture of folk

and classical music as the train moved up the Gatineau valley.

North of Farm Point, we passed another operating limestone quarry. The buildings at this location were covered with a layer of fine white powder accumulated over the years. All material at this quarry is trucked out, although a railway siding, still in place next to the company's building, indicated that rail service had been available at one time. The siding was occupied by an old, wooden outside-braced box car which CPR never bothered to move due to the car's poor condition. Sharing the siding was the passenger equipment purchased by local entrepreneur Andy Tommy. This equipment includes former Canada Starch Alco S4 No.7, an ex-CN caboose, a baggage car and two coaches of CN/VIA heritage. Evidence of vandalism was obvious as most of the windows not boarded over had been broken.

After passing the quarry, our conductor announced that we would be arriving in Wakefield shortly, and anyone wishing to see engine 909 being turned around the manually-operated turntable should wait around a few minutes to enjoy the show before wandering off. Shortly, the town of Wakefield appeared in the distance. Built around a curve on the western shore of the Gatineau River, the town has a picture-perfect appearance. Slowly we made our way past houses, restaurants and other commercial establishments lining the river front until our train finally stopped. In all, the 20-mile trip to Wakefield was achieved in an hour and 20 minutes, an average speed of between 15 and 20 miles per hour.

Lined single file, the passengers made their way toward the end doors of the coach. Once outside, they sauntered over to the turntable in anticipation of the upcoming entertainment. The 909 was soon uncoupled from the train and made its way toward the crowd. Slowly the engine was eased onto the turntable. Only when the engineer felt that the locomotive was in balance did he come to a complete stop. Retainers at both ends of the turntable were removed, and the slow process of manually operating the turntable began. The crowd looked on as young women, two at each end, pushed the 909 around. As the engine neared the half-circle move, the pushing team slowed down to realign the turntable track. With the move complete, track retainers were set once again while the crowd cheered the team of young ladies. Slowly, 909 moved off the table and proceeded toward the water tower. As the crowd dispersed, the engine crew began its work of filling up the tender and looking after the 909's maintenance.

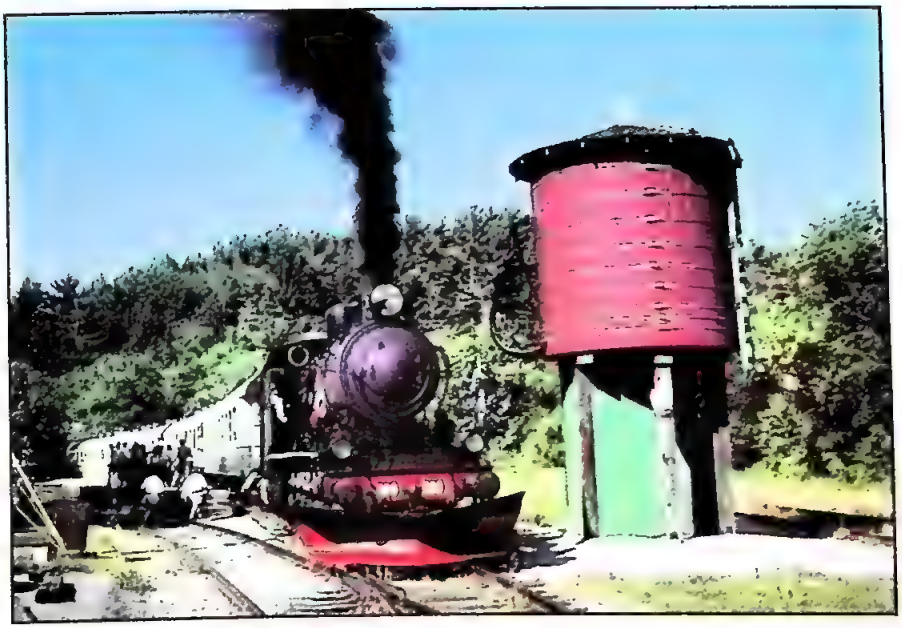
During the two-hour layover in Wakefield, visitors can enjoy a fine meal at one of several restaurants. One of my favorite restaurants is the *Pot au Feu*, located inside the former CPR station, a one-minute walk from the turntable site. Other points of interest in Wakefield include the operating grist mill and Ormes Bakery, where fresh bread and pastries can be purchased. There are also several boutiques and gift shops operated by local artisans.

At 4:50 p.m., ten minutes before the return departure time, 909 blew a warning signal to remind passengers to make their way back to the train. Interestingly, upon its arrival from Sweden, the locomotive had been equipped with a high-pitched whistle typical of most European countries. During its maiden run to Wakefield, the whistle apparently blew off and, as far as the operating crew could tell, landed in the Gatineau River. Searches for the whistle proved fruitless and were eventually given up. One of the employees thought it would be easier to replace the unit with a Canadian steam whistle he happened to have in his possession instead of ordering another from Sweden. If the 909 sounds like a Canadian steam engine, that's why.

Soon, with the passengers back aboard, No.909 proceeded to pull the train through the little community of Wakefield. Slowly, we made our way south, and by now the shadows had grown much longer. On the east side of the river, the Gatineau Hills were bathed in a golden glow produced by the sun settling ever lower on the horizon. We finally arrived back in Hull at 6:30 p.m. Overall, it had been a very enjoyable trip, with the scenery along the Gatineau River being a particularly remarkable visual treat.

The best time to travel on the Hull, Chelsea & Wakefield Railroad is in the fall, when the leaves on the trees have changed colors, making the scenery nothing short of spectacular. Reservations are recommended, as the trains are usually sold out during foliage season. A trip aboard the Hull, Chelsea & Wakefield Railroad is an enjoyable experience which I recommend to anyone wishing to experience rail travel with a little flavoring of the Old World.

The author wishes to thank Douglas N.W. Smith for kindly reviewing this article.



SHOWING OFF THE CREAM AND GREEN PAINT SCHEME, *HC&W's T43 diesel No. 244 switches the shops at Hull, Quebec, on June 21, 1995* ***(above).*** *Its between-run servicing completed, 2-8-0 No.909 rests during the layover in Wakefield before making the return trip to Hull. Passengers have two hours in which to enjoy a meal or shopping in Wakefield* ***(below).***

East of TEHACHAPI

BNSF's Desert Crossing

Living in the shadow of famed Tehachapi Pass to its west, the Mojave Sub is often overlooked. But the former Santa Fe line across the California desert has a charm all its own and a growing number of trains.

"THE SILENCE IS BROKEN with "you're going into Sandborn [illegible] two coming off the SP." Sandborn is just a few miles and one bump in the desert west of this coiled steel train out of Kansas City. Santa Fe's M-KCPB has just gotten underway after picking up helpers at Edwards siding. The engineer calls back to find out where the two eastbound trains are on the mountain. The Santa Fe dispatcher answers back, "The first is in Mojave and right on his block is the 991." This typical scene took place in [illegible] on the then Santa Fe Railway's Mojave Subdivision. Now, with the merger of Burlington Northern and Santa Fe, this 70-mile stretch of single track on the western portion of California's vast Mojave Desert is busier than ever.

Sandborn, Bissell, Edwards, Silt, Jimgrey (Jim Grey) and Hinkley may not be household names to railfans, but they all play a big part in getting BNSF trains from Bakersfield to Barstow. These are the sidings on BNSF's Mojave Subdivision, which runs across the desert from Mojave to Barstow. To the west, where ownership of the line passes to Union Pacific (formerly SP) is Tehachapi Pass and, ultimately, Bakersfield. While Tehachapi and the loop get all the glory, the 70.6 miles of the Mojave Subdivision can be the main cause of crews going [illegible] the law on the trip from Barstow to Bakersfield. The BNSF has picked up so much traffic in the last few years that up to 25 trains a day shoot across the undulating landscape of the Mojave Sub. It isn't unusual to find trains tied down on the desert, as Barstow Yard clogs up to the point that the dispatcher will park eastbound trains in one of the sidings on the Mojave Sub and pull the crew. All of those trains are either coming from or going to California's Central Valley and the San Francisco-area deep water ports. Much of what is loaded in trucks in this vast agricultural section of California never rolls on an Interstate freeway in this state. Instead it quietly rolls out of town on a railcar for points east. The same holds true for the containers offloaded at the wharves in the San Francisco Bay. Most of BNSF's share goes over the Mojave Subdivision and they have a large cut of the pie.

by
Dave Burton

Train S-CHRI; Jimgrey, California, January 13, 1996

Jets, Joshuas and warbonnets

One trip across California's Antelope Valley will introduce you to Joshua trees. They have this way of looking like a cross between a tree and a cactus. Actually Joshuas are part of the yucca family. They are only found on the Southwest's higher deserts, from the desert side of the Tehachapi Mountains to the western part of Arizona, where there is enough moisture to support them. The older Joshua trees have stood guard over the Southern Pacific and Santa Fe throughout the entire history of the two railroads.

Jets came later. Founded in 1933, Edwards Air Force Base is located in southeastern Kern County. Rogers Dry Lake sits right in the middle of the base and is the reason for its existence. Most of the time the lake is dry enough to provide a natural runway. The winds off the Tehachapi Mountains also help to make Edwards a great landing spot. The jets arrived at Edwards in the 1940s, where most of the testing of U.S. Air Force jets is done. Also, the space shuttles all call Edwards Air Force Base their western home.

Located at the base of the eastern slope of the Tehachapi Mountains, Mojave was the terminating point for the famous 20-mule teams on their trip from Death Valley. Here the borax was loaded into railcars. Also, as the signs at both ends of town attest, the *Voyager* is based in Mojave. This ultra-light flying machine became famous a few years ago by flying around the world without stopping or refueling.

Mojave is also the site where the BNSF and Southern Pacific (now Union Pacific) get together for the trip west over Tehachapi. The town was founded in 1876 as a construction camp for the Southern Pacific as it worked its way south from the San Joaquin Valley. Eastward from Mojave, the SP heads geographically south to Palmdale, while the Santa Fe goes east to Barstow.

A quick look at the Mojave Sub

We'll go from west to east describing this little-studied piece of the BNSF. The rails take off to the southeast out of Mojave, beginning the trip to Barstow. This rather nondescript piece of railroad gets a little more interesting if studied closely. Just out of Mojave at milepost 810.1 is 8772-foot-long Sandborn siding. All the sidings on this subdivision are more than 8000 feet, but Sandborn is the longest. At milepost 813.0, west of Sandborn, is is one of the three detectors between Mojave and Barstow. This can be very helpful when you're near that location waiting for a train.

Being the first siding off the UP, Sandborn hosts many meets. It also has a big, sweeping curve to the northeast in the middle. The curve is the beginning of a 1952-'53 line relocation that took the rails north of Rogers (Muroc) dry lake. This not only saved the Santa Fe more than two miles of distance between Mojave and Barstow, but also moved the rails out of the middle of Edwards Air Force Base. The old alignment went right through where the control tower now sits at the base. For you history buffs, a drive down the old alignment from Sandborn siding will show just where the rails were until the realignment.

Originally called Yucca by the Southern Pacific Railroad when it built through here in 1882, Edwards was renamed Muroc in 1910. Muroc, Corum spelled backward, was used in honor of local homesteaders. It was changed to Edwards in 1951 in honor of a test pilot who lost his life in the area.

Southern Pacific Railroad laid the rail from Mojave to Needles in 1882 in order to keep the Santa Fe out of California, but that's another story. On the original alignment from Sandborn to Edwards (Yucca) the grade was descending, while the 1953 line change put a short 5-

Photography: Dave Burton

***BNSF's H-PASBAR-1** operates over the Mojave Sub almost every day between Pasco, Washington, and Barstow, California. On February 21, 1999, BNSF Dash 9-44CW 4762 was in charge.*

grade out of the east end of Sandborn to just west of Bissell. From Edwards, the old alignment goes straight across the lake bed and up grade into Boron.

When the alignment was changed, a long cut was created through a ridge in the desert. This cut is just east of the east switch of Bissell. Bissell, at milepost 803.6, is the second siding east of Mojave. West of Bissell is a crest of a grade, with the tracks rising out of Sandborn to the west and Edwards to the east. Shooting either eastbound or westbound trains at the crest of this rise with a long lens can make for some great photos. Eastbounds have the Tehachapi Mountains in the background, with all those wind machines standing guard on the slopes, while westbounds have the rocket base at Edwards AFB in the distance. (I've spent many an afternoon in this area, but one particular trip comes to mind — the railroad wasn't cooperating, but the locals were. Lizards would gather up chicken bones as quick as I'd throw them out. These were *big* lizards.)

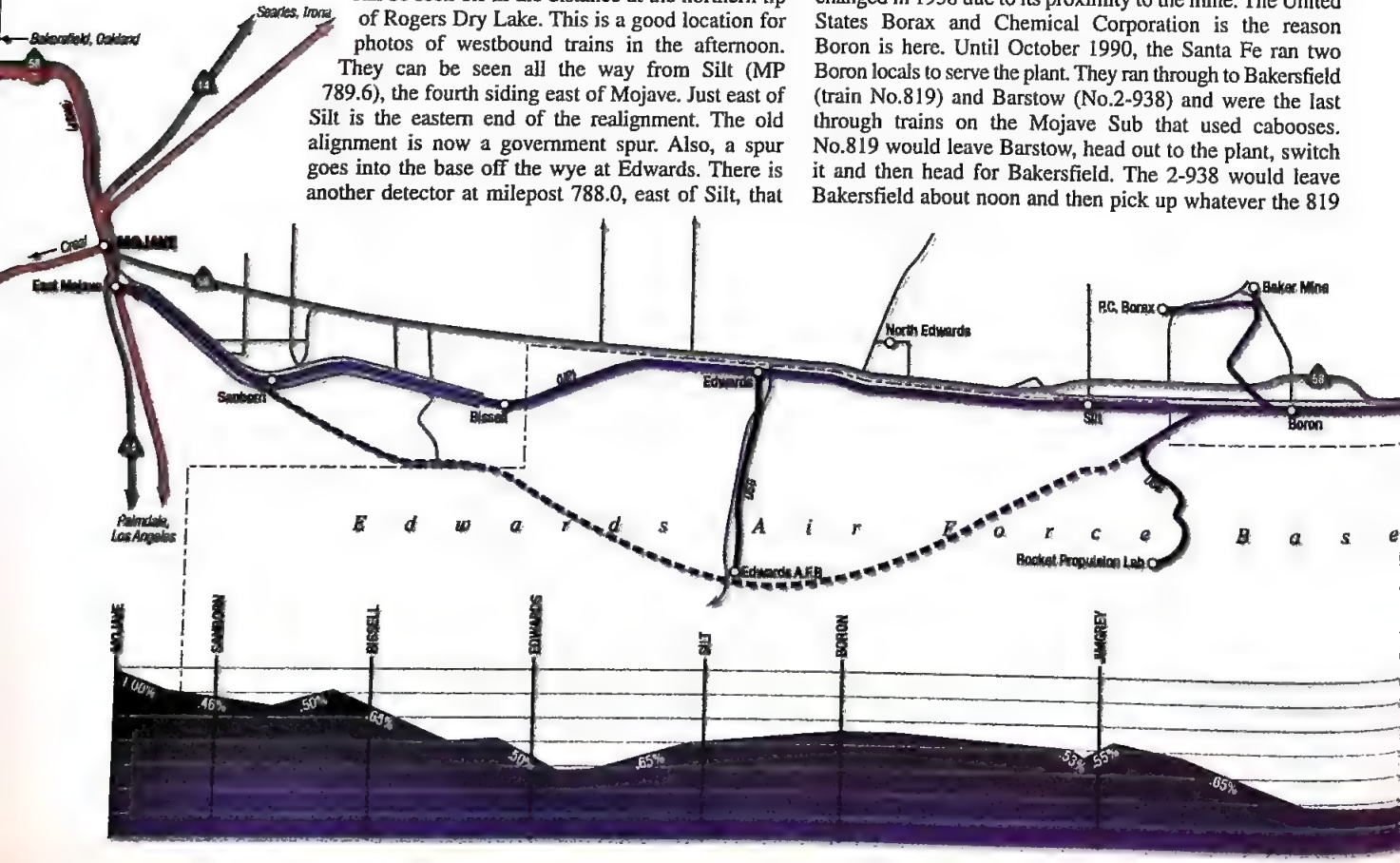
At the east end of this cut, Edwards siding (MP 797.1) can be seen off in the distance at the northern tip of Rogers Dry Lake. This is a good location for photos of westbound trains in the afternoon. They can be seen all the way from Silt (MP 789.6), the fourth siding east of Mojave. Just east of Silt is the eastern end of the realignment. The old alignment is now a government spur. Also, a spur goes into the base off the wye at Edwards. There is another detector at milepost 788.0, east of Silt, that can be handy if you're waiting for trains at the east end of the cut.

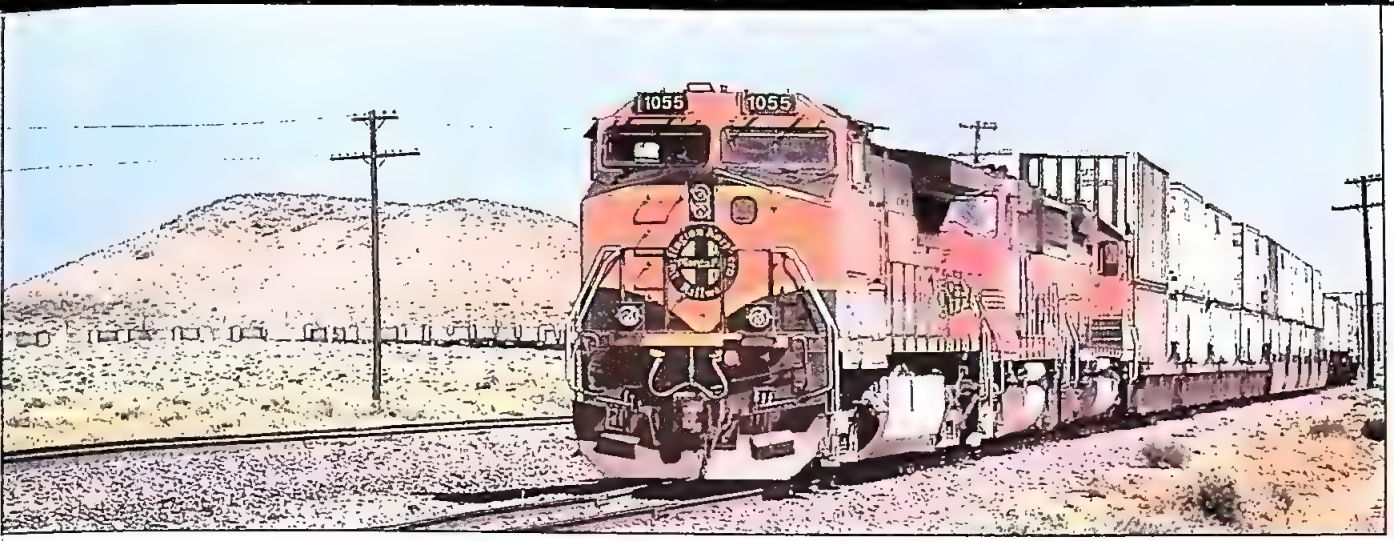
The afternoons that I've sat at the east end of this cut waiting for westbounds have usually been rewarded with eastbounds instead, but watching an eastbound disappear at Boron, 15-plus miles away, is never tiring. The traffic flow is mostly eastbound in the afternoon because the San Joaquin Valley trains are, for the most part, early morning departures, but westbounds will give you plenty of notice and there is more westbound flow with the merger.

Since the merger, the coiled steel trains, which ran two or three times a week, have been replaced with merchandise trains that can be just as heavy — 7000 to 8000 tons — and they still pick up helpers at Edwards for their trip over the Tehachapis. Also added since the merger are grain trains, which can have distributed power in them. About once a week, a loaded coal train headed for Wasco will come off the Union Pacific. It, too, will pick up helpers, usually at Edwards. The westbound stack trains will quite often pick up helpers, either mid-train or on the rear. Another interesting eastbound is the six-times-a-week H-MODSXR (Priority Manifest, Modesto, California, to Streator, Illinois). It runs Tuesday through Sunday and is an all-boxcar train loaded with wine, chocolate and tomato products. You need the long days of summer to see it on the desert, but it has a priority of nine, so it doesn't mess around.

The Z-WSPNBY (formerly the 199) is a morning visitor to the Mojave Subdivision, and is tough to photograph as it's coming out of the sun, although sometimes on the weekends it will be late. Its counterpart, the Z-BNYWSP (former 991), scoots east late in the day, around 3:00 p.m. Quite often there will be two sections of both "Z" trains, and they will run around slower trains on the Mojave Sub, such as stack and boxcar trains, while the BNSF dispatcher has control of the situation.

Continuing east in our look at the Mojave Sub is Boron. This is where the very productive U.S. Borax Plant spur enters the main line. The siding at Boron was originally named Amargo by the Santa Fe in 1926, but the name was changed in 1938 due to its proximity to the mine. The United States Borax and Chemical Corporation is the reason Boron is here. Until October 1990, the Santa Fe ran two Boron locals to serve the plant. They ran through to Bakersfield (train No.819) and Barstow (No.2-938) and were the last through trains on the Mojave Sub that used cabooses. No.819 would leave Barstow, head out to the plant, switch it and then head for Bakersfield. The 2-938 would leave Bakersfield about noon and then pick up whatever the 819





left behind. Now the "Boron" is a turn out of Barstow. It is called at 6:00 a.m. The turn takes the empties to the plant, switches it and returns to Barstow. This is a bid job on the railroad, and high seniority men usually are on it. It is also a good day's work for the railroad.

In addition, the BNSF still runs a local of sorts each way on the subdivision. They are symboled M-BARBAK and M-BAKBAR. They can be quite heavy and often warrant all Dash-8s or -9s for power.

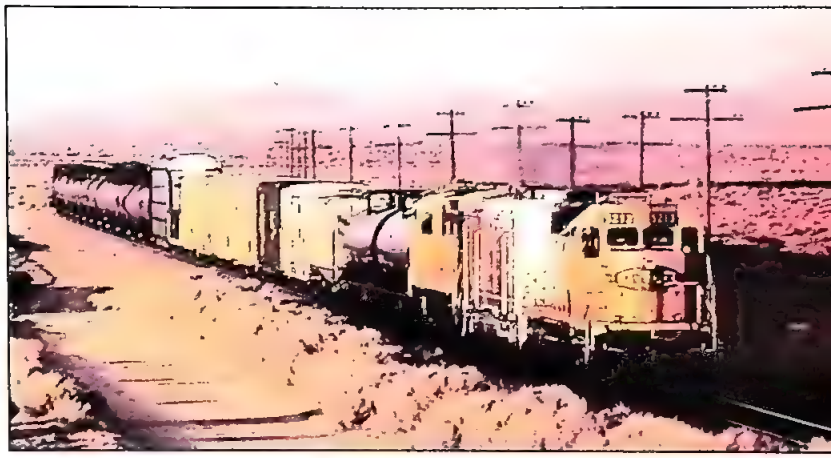
The rail line moves over to the north side of California Route 58 east of Boron. Three miles east of the Route 58 road crossing is Fourcorners or Krammer Junction, where the state highway and U.S. 395 cross. From here, a turn south on the highway will lead you to Cajon Pass; continuing straight ahead you will follow the Mojave Sub to Barstow.

Krammer is where a branch took off north to the mining towns of Johannesburg and Red Mountain. Gold had been found in 1893 in the mountains around the two towns in sufficient quantities to justify a railroad. Randsburg is also in the general area. This short line (Randsburg Railway) was built in 1897 to serve this rich Rand Mining District 30 miles north of Krammer. Regular trains began operating over the Randsburg Railway in January 1898. In April 1903, the Santa Fe bought the Randsburg Railway for $300,000. It turned out to be a wise investment, for in 1919 silver was discovered in the area and a second boom happened. This relatively small area produced most of the silver mined in the United States in the 1920s. Traffic began to slow down after a few boom years, and finally in 1933 the Randsburg branch was abandoned.

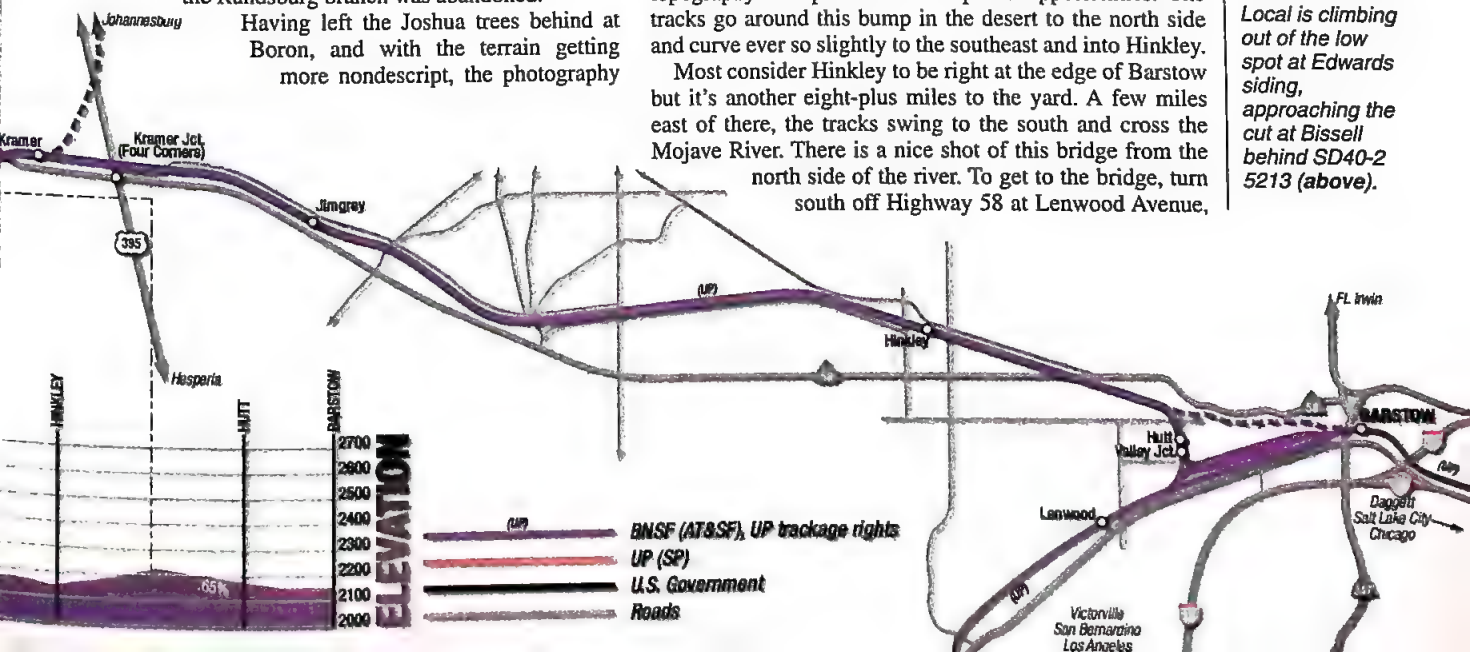
Having left the Joshua trees behind at Boron, and with the terrain getting more nondescript, the photography gets tougher east of Fourcorners. Jimgrey is the first siding in this area and there is a little rise in the landscape. There's another cut, though not as long or as deep as the one at Bissell, at the east end of Jimgrey siding, that gives you some much-needed elevation.

From Jimgrey to Hinkley, the last siding before Barstow, is the longest stretch of single track on the Mojave Sub, 15.8 miles. East of Jimgrey, the tracks are away from the highway for the most part, but there is a good road along the tracks. Also east of Jimgrey is the third and final detector, at milepost 765.0. Just west of Hinkley is another rise in the topography that provides some photo opportunities. The tracks go around this bump in the desert to the north side and curve ever so slightly to the southeast and into Hinkley.

Most consider Hinkley to be right at the edge of Barstow but it's another eight-plus miles to the yard. A few miles east of there, the tracks swing to the south and cross the Mojave River. There is a nice shot of this bridge from the north side of the river. To get to the bridge, turn south off Highway 58 at Lenwood Avenue,



***Z-CLOBNY-1-21** with Dash 9-44CW 1055 on the point, has been tucked away for the day at Sandborn due to track maintenance on June 22, 1998 **(top)**. On July 2, 1993, Santa Fe's westward Boron Local is climbing out of the low spot at Edwards siding, approaching the cut at Bissell behind SD40-2 5213 **(above)**.*



Sandborn in the Morning

THE FIRST SUNDAY IN APRIL means returning to daylight saving time in California. This always gets me out for one final fling on the desert, and daybreak finds me heading east towards Mojave. I'm following BNSF's M-BKBA1-05 and it's just ahead in the big curve at Warren. The M-BKBA is the local between Bakersfield and Barstow. Checking out the consist, I see seven blue-and-yellow Santa Fe units. Not bad — they're almost a rare catch these days. The train looks light, maybe 35 or 40 cars. With all that power on the head end, the BKBA will probably set some of it out on the desert, most likely at Edwards, a favorite spot for the dispatcher to add westbound helpers.

Two photos: Dave Burton

I choose to head to Sandborn, the first siding on the Mojave Sub. The light should be right, and the train can be seen all the way from the town of Mojave. Sandborn is only three miles out of Mojave and easily reached off Highway 14 by turning left at the oil loadout on the Union Pacific (ex-Southern Pacific).

By the time I get to Sandborn at 7:48 a.m., the H-BARI1-05 (5049 west) is going by. He's added helpers at Edwards for the trip over the mountain. Waiting on SP's No.1 track at Mojave is the 5131 east, the M-BKBA. They highball each other, and at 8:10 a.m., the M-BKBA heads out onto the Mojave, only get an indication to take the siding at Sandborn. Into the siding he goes (**above**). Meanwhile, the 5804 west (the S-CHRI1-04), with stacks, has pulled up to Edwards to add a couple of units to the rear end. He's now underway and gets stuffed into Bissell, the siding between Edwards and Sandborn. The time is now 8:20. So with the two opposing trains just around the corner from each other, the dispatcher runs the 1199-04 (the 120 west) and the Q-WSST-04 (the 818 west) by them both, and then lets the stack train follow the two hotshots onto the SP.

After the smoke has cleared from all that, the lowly 5131 east (the M-BKBA) gets to continue east. It's now been almost an hour since he hit home rails, and he will take the siding at Edwards and set out three units for the next round. While he's setting out the units at Edwards, the 1-981-05, with the very freshly painted BNSF 517 on the point, rolls down into Mojave and on to BNSF track, only to also go in at Sandborn (**left**). He will do almost a rolling meet with the 7439 west (1-699-03) and then blow by the M-BKBA in the siding at Edwards and on to Barstow. Five west and two eastbounds have went by Sandborn in one hour and 40 minutes. This is only a start for what will be a slow day on the Mojave Sub.

Granted, I was in the right place at the right time, and they don't always run like street cars out here, but this isn't unusual for this track — *DAVE BURTON.*

SCANNING:
Road channel
161.085

UP road channel
160.32

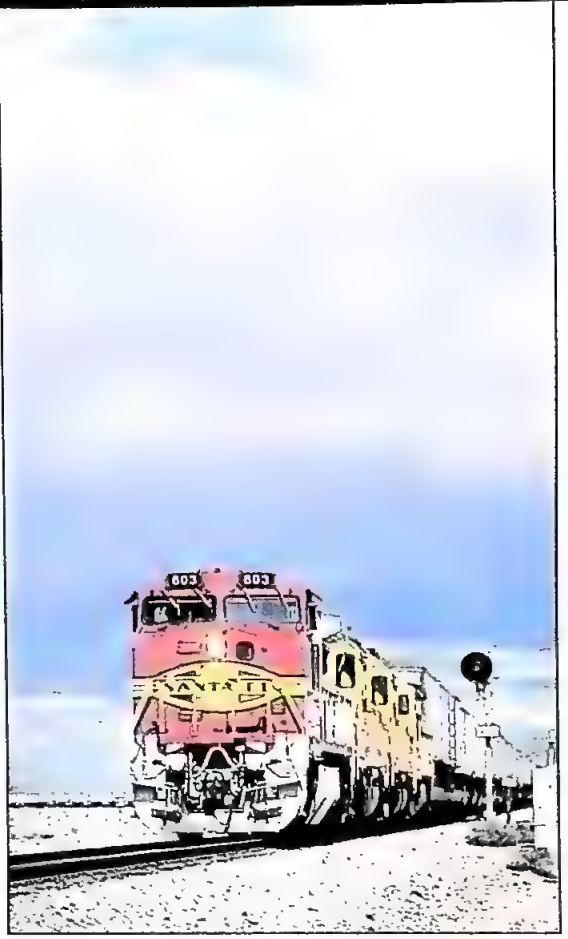
PBX channels
160.260
160.335

and turn to the east at the first paved road.

Hutt, at MP 749A.9, is a station name on the south bank of the Mojave River just across this bridge. The Mojave Sub ends just past Hutt at the west end of Barstow Yard. The "A" in the milepost designation stands for alternate. This line change took place with the building of the new yard in February 1976. The old alignment was in place along the north side of the river until recently. I noticed it was gone in March 1997, but it had been there on a previous visit a little over a year earlier.

The new BNSF railroad has generated a lot more traffic over this stretch of single-track mainline, and the recently merged Union Pacific and Southern Pacific have added a few more to the list. One of the conditions of the Burlington Northern and Santa Fe merger was the granting of trackage rights on the Mojave Sub to Southern Pacific. Union Pacific detoured trains on the Mojave Subdivision early in 1997 when the Feather River Canyon was closed. Even if they didn't find it fast enough to warrant running their hotshots this way, they now run the tri-weekly Trona coal train via this routing to avoid Tehachapi and Donner Passes. Also, Union Pacific runs a Yermo-to-Bakersfield train each way on trackage rights. If Cajon Pass gets busy, the BNSF will make Union Pacific run some of its drag freights and coal traffic across the Mojave Sub instead, and they will then go to Los Angeles on home rails.

Virtually every type diesel the BNSF owns can be found on the Mojave Sub, but some are a little more common than others. BN's SD60MAC's are the toughest units to find in the desert, but all the new Dash-9s are there daily.



UNDER STORMY SKIES, *Santa Fe Dash 8-40CW leads the P-FRCH-1-09 at the west switch of the Sandborn siding on April 9, 1994. The train is eastbound in run-8 (**left**). Steam returned to Bissell when Santa Fe 4-8-4 3751 charged through on December 28, 1991 (**below left**). On February 21, 1999, Union Pacific SD40-2 3465 led the second UP westbound manifest train of the morning, coming through the cut at Bissell (**bottom**).*

There is something about the desert that draws one to it. Maybe it's the fact that you can see forever, or the vastness in the photos you create that adds to the mystique. An eastern railfan once told me he was jealous because we westerners could put more than trees and trains in our photos. Well, in the desert it seems like you capture the whole spectrum. The next time the Tehachapis call, spend a little time out on the Mojave Subdivision. The BNSF won't let you down.

South Amboy Memories

Through the Years at a Favorite Garden State Train-Watching Spot

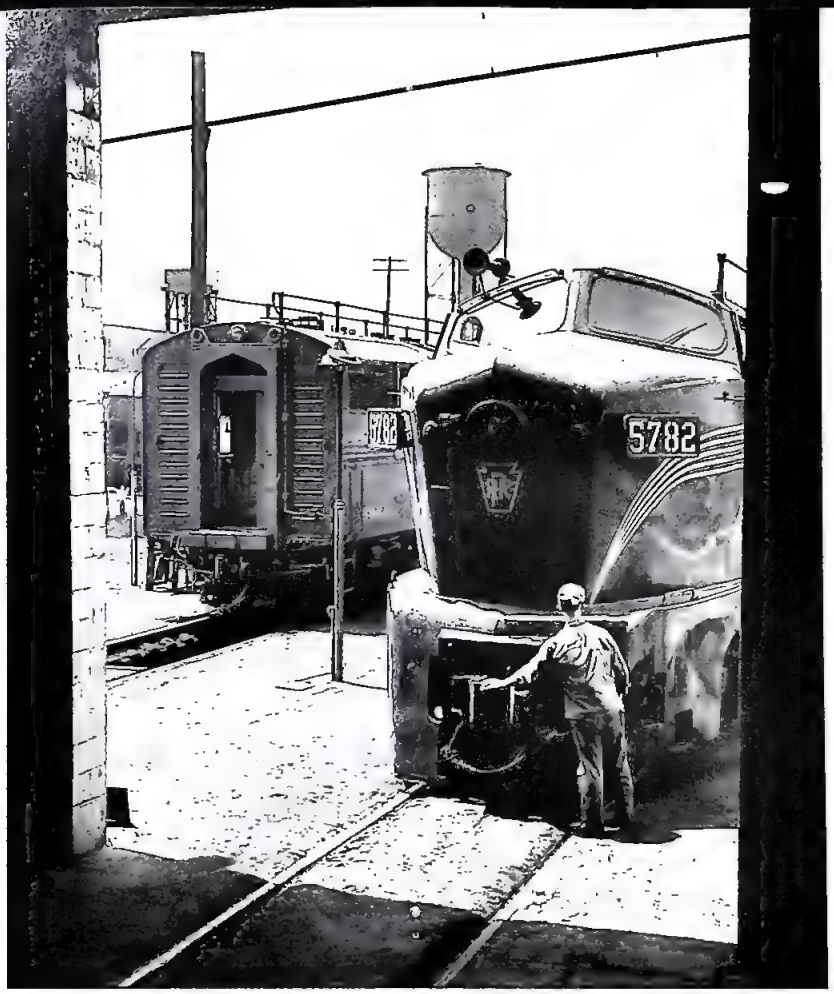
Timetable: George Fletcher Collection

Photography by Don Wood

THE TIME-HONORED engine change at South Amboy, New Jersey, remained a constant on Pennsylvania Railroad trains on the New York & Long Branch — referred to as the North Jersey Coast Line by PRR — for decades, lasting from 1935, when the Pennsy extended the electrification to South Amboy from the main line connection at Rahway, until well into the era of NJ Transit operation of the line. Jersey Central also operated trains here, but their diesels ran through from Jersey City and, later, Newark, with no engine change. In 1957, GG1 4901 has brought a train in from New York City and handed it off to K4 No.3880, which will soon speed the train down the shore to Bay Head Junction (above). Under the watchful eyes of the conductor and car knocker, a pair of Alco PA's back down to couple onto Train No.787 on a Sunday in 1956 (left). Near steam's end, on a September 1957 evening, Baldwin-built K4 5439 sticks her nose out of the engine house at South Amboy, awaiting her next call to duty (opposite page).

5433

PENNSY STEAM IN ACTION — No.646 comes charging off the Raritan Bay Bridge and into South Amboy with an extra bound for Monmouth Park Raceway in 1955 (above). The horse-racing track remains a popular destination on the line today. The universal appeal of railroads to children is exemplified at the Augusta Street grade crossing, where switchman Bill Sexton explains the operation of switches and the manual crossing gates to an attentive young railfan in 1954 (below). Like the engine changes, the manual crossing gates also lasted well into the NJ Transit era. In 1956, a hostler is hard at work stoking the fire in 4-6-2 No.830 as it sits on the inbound pit track in the yard (left). In addition to the North Jersey Coast Line passenger trains, there was a fair amount of freight traffic through South Amboy on the Pennsy's Camden & Amboy branch.

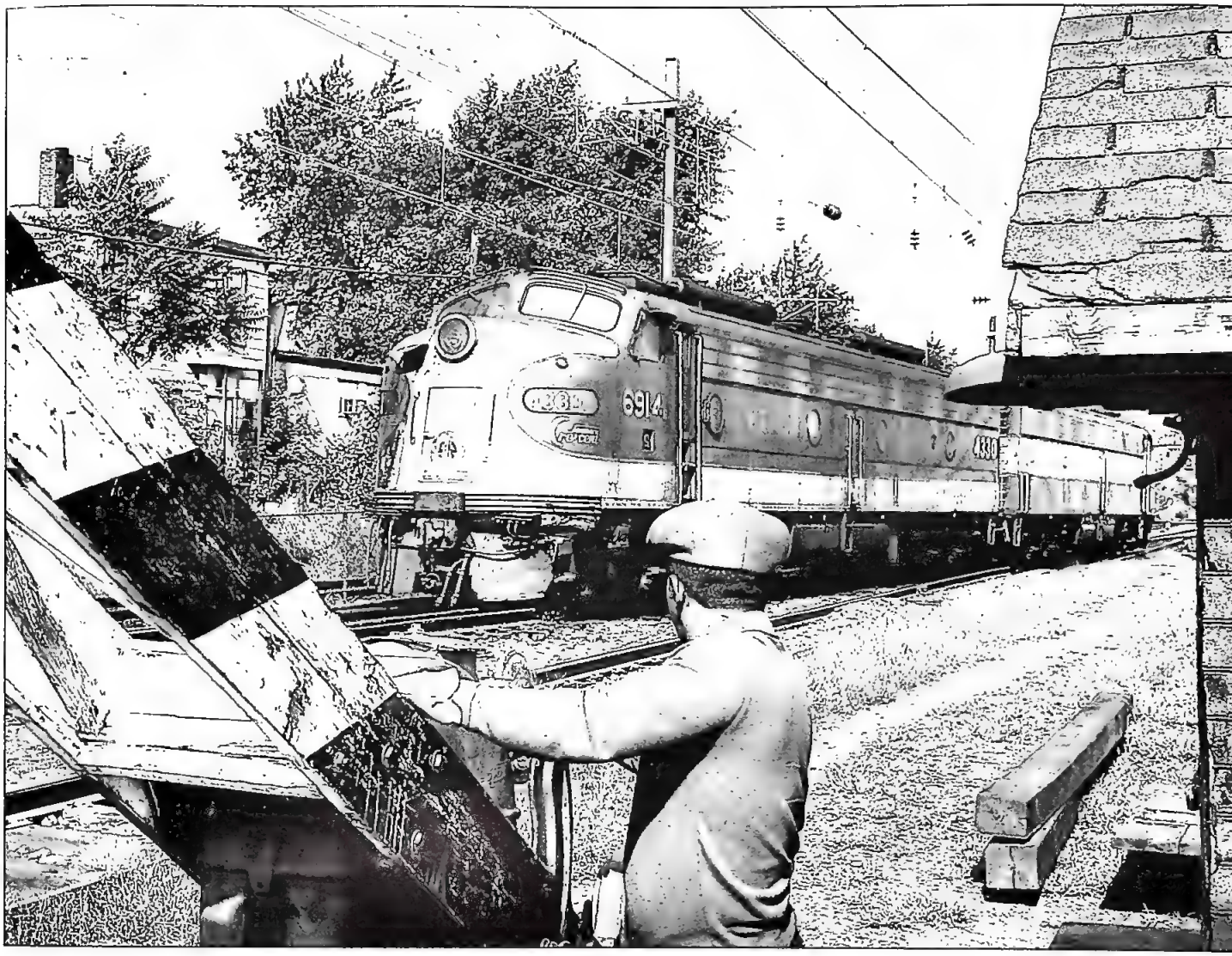


South Amboy Memories

SOUTH AMBOY WAS HOME to a wide variety of diesels over the years, including E-units, PA's, GP40s, F40s and even the Baldwin BP20 Sharks. Framed out by the engine house door, Shark No.5782 keeps company with EMD E7 No.5881 (left). By the summer of 1956, the steam era in South Amboy was winding down. K4 No.3747, built by PRR's Juniata Shops in 1923, shares engine terminal space with E7 No.5883, one of the EMD-built steeds that would eventually replace the Pacific (below).

South Amboy Memories

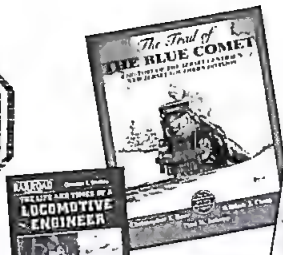
A TRIO OF CLASSIC SOUTH AMBOY POSES — GG1 4910 and K4 3747 pass each other on the John Street crossing in 1956, another engine change completed (top). Veteran crossing watchman Logan was on duty in 1954 (right), and photographer Wood notes, "His tales of railroad lore on the NY&LB were priceless!" Split by the steam era water plug, a pair of E8s in the New Jersey DOT paint scheme lay over at the engine terminal. The days of E-unit operation on the North Jersey Coast Line were numbered when this scene was captured in 1983 (above). With its Pennsy heritage, No.4248 has no doubt rolled off many a mile in service on the New York & Long Branch.

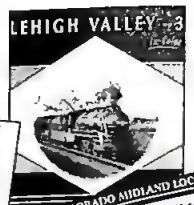


WHEN SOUTHERN turned operation of the *Southern Crescent* over to Amtrak, some of its surplus E8s found a new home on the North Jersey Coast Line. NJDOT pressed them into service quickly, with Southern markings intact. In 1982, a pair of E8s, including No.4330 (Southern's 6914), has just cut off of a northbound train. As soon as the E's clear the crossover, a GG1 will back down onto the train to complete the run to New York (above). In the '80s, NJ Transit extended the North Jersey Coast Line electrification, first to Matawan, then to Long Branch. With that second extension came the end of the South Amboy engine change. Instead, passengers to or from points south of Long Branch would switch trains. On July 1, 1988, the last day of the engine change, E60 959 has just handed Train No.3313 off to GP40PH 4110, completing the final daylight southbound engine swap (opposite). An era passes into history.

Carstens BOOK DEPOT

NEW ARRIVALS





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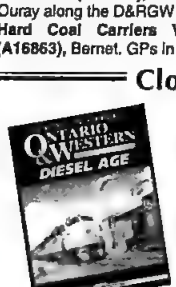

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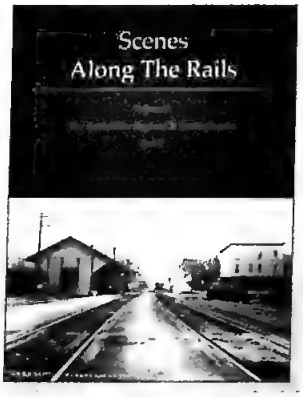

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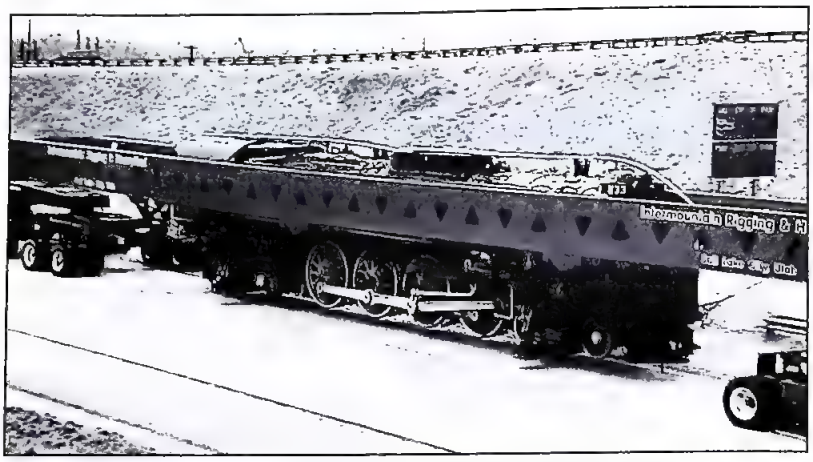
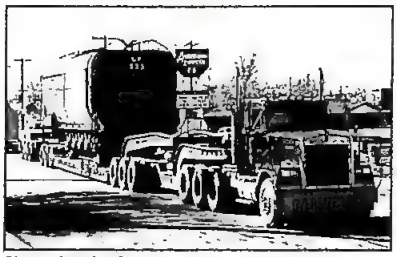


UP 833 ON THE MOVE


Photos: Stan Jennings

WITH THE HELP of a grant from the state legislature, the Utah State Railroad Museum of Ogden finally struck a deal with Salt Lake City to take possession of Union Pacific steam locomotive No.833, which had been on display in Salt Lake's Pioneer Park since 1973, and eyed by the museum since 1981. The next problem was moving it the 45 miles. . . UP declined to make the move over its tracks, citing congestion. That left hauling the 273-foot-long, 24-foot-wide, weighty load by truck. Successful bidder for the complex task was Intermountain Rigging and Heavyhaul of Salt Lake City. The tender moved on a special low-boy trailer, seen negotiating the streets of Bountiful, Utah, on February 18th **(above)**. The locomotive was suspended in a special trailer, and rolled up I-15 on February 22nd **(top)**. No.833 safely reached its new home on the 23rd — *STAN JENNINGS.*

LINESIDE LEGACY

by JEFF TERRY

A Pennsy Decapod

THE WESTERN NEW YORK Railway Historical Society of Buffalo, New York, is the proud owner of former Pennsylvania Railroad 2-10-0 No.4483, the last Pennsy class I1sa in existence. Currently, this group is working to protect and preserve the 4483, which will eventually become the centerpiece of a WNYRHS railroad museum to be built in the community of Orchard Park, south of Buffalo. Recent efforts have focused on the cosmetic restoration of the Decapod, and the preservation of other artifacts in the society's extensive collection.

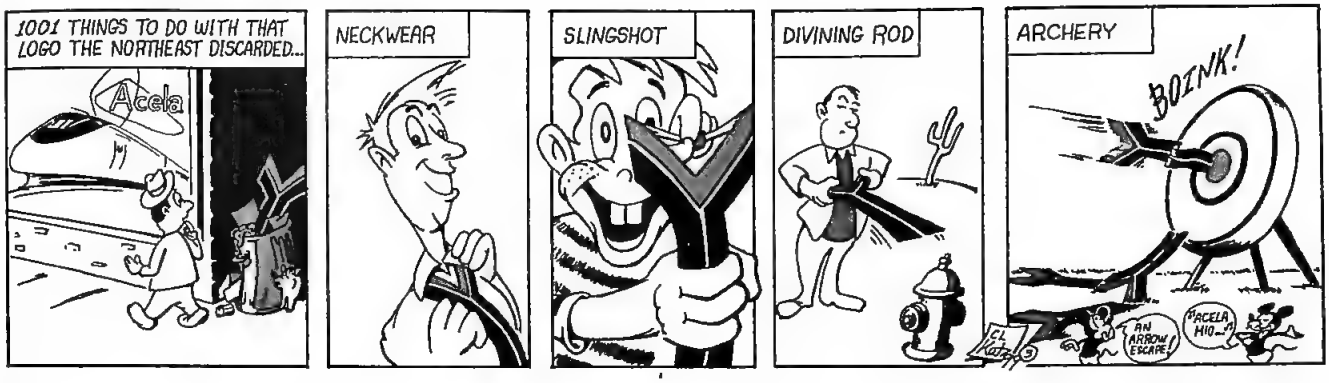
No.4483 was built by Baldwin in May, 1923, the 183rd out of a total of 475 I1sa's ordered by the Pennsylvania. The I1sa class was designed for freight service, and all came with piston valves, 62-inch drivers, and a boiler pressure of 250 p.s.i. as standard equipment. With a huge firebox (59.5 square feet), twin automatic stokers were installed to keep the large 30.5×32 cylinders full of steam. The stokers and power reverse gear were unusual luxuries that the Pennsy rarely applied to steam locomotives, and the twin air tanks on the pilot gave the class a distinctive and powerful look.

No stranger to western New York, No.4483 made frequent freight runs to the Pennsylvania's Ebeneezer yards along the Harrisburg main line and trips north on the Elmira Branch to Sodus Bay. To extend the I1sa's range, the Pennsy outfitted many with Automatic Train Control which allowed them to operate in areas of New York state equipped with CTC. When the Pennsylvania dieselized, the I1sa's were retired and No.4483, one of the last to operate, was preserved and stored with other PRR steam power at the Northumberland, Pennsylvania, roundhouse in 1959 as the last remaining example of the class.

During 1963, the 4483 was sold to the Westinghouse Air Brake Company, which displayed it and the PRR business car *Ohio* on the front lawn of their headquarters in Wilmerding, Pennsylvania. WABCO executives had long wanted a railroad display, since their main product (air brake components) was railroad-related. Unfortunately, the equipment was neglected and it soon deteriorated. Sometime during the mid-'60s

RAILFUN

by CURT KATZ



Westinghouse removed the asbestos boiler insulation but, other than sandblasting and paint, the locomotive received little attention during its stay in Wilmerding.

In 1982, Westinghouse decided to dispose of No.4483, and offered it to any non-profit organization that could remove the engine from its display site before the end of the year. The equipment was eventually awarded to the then three-year-old WNYRHS, and No.4483 and the *Ohio* were removed from display over the Thanksgiving weekend and shipped over Conrail to Buffalo. The move was supervised by Ed Winters of Winters Rail Services, working with WNYRHS volunteers.

At the present time, No.4483 is in Hamburg, New York, and is stored on a Buffalo & Pittsburgh Railway siding behind the Hamburg Model Railroad Shop. Over the years, much has been done to stabilize and preserve the locomotive, and the society has repainted it as needed and electrified the headlight, marker lights and cab lighting to make it more presentable. Also, work has been done to weatherize the engine, and vandal-prone appliances have been removed and stored. The cab has been almost completely rebuilt, with new sides below the window frames, and a new floor, windows and fireman's door. As a crowning touch, a former Pennsy long-haul tender, complete with dog house, was purchased from the Wilmington & Western in 1991 and will eventually join the 4483 on display, replacing the short-haul tender that it was retired with.

Right now the WNYRHS has no plans to overhaul and operate the I1sa, choosing instead to concentrate on the development of their museum. This is not to say that the locomotive couldn't be rebuilt; it was inspected by Southern's steam mechanic Bill Purdie in the fall of 1983, who found it sound and restorable. An ultrasonic test on the boiler in 1984 confirmed this and revealed the superheaters to be in good shape. If and when the museum gets its own rails, operational restoration is definitely a possibility. For now, cosmetic restoration is the logical way to go. Keeping it oiled and painted and getting some sort of roof over it are the immediate goals, says WNYRHS member Scott M.P. Hawbaker. He adds, "This summer, we plan to finish the paint job started last year on the tender (the Pennsy short-haul) with a nice glossy coat of Brunswick green. The 4483 should look great for its 76th year!"

Over the past 19 years, the WNYRHS has grown to over 500 members, and the collection includes four locomotives (including 4483), two depots, and over 35 pieces of rolling stock. Some of the more notable pieces in the collection include a former New York Central FA2, a South Buffalo Railway Alco switcher and eight cabooses from assorted area rail lines (one of which, an ex-Virginian/ Norfolk & Western caboose, is maintained by the society at the Erie County Fairgrounds and is open for display during the fair). Recent efforts have concentrated on the restoration of the former Buffalo, Rochester & Pittsburgh depot at Orchard Park, which is open to the public most Sundays. Right now the viability of the museum planned for Orchard Park depends on the disposition of the Buffalo & Pittsburgh Railway trackage which leads to Conrail's (soon Norfolk Southern's) South Buffalo Yards. This 43-mile stretch of track will play a very important role in keeping the museum equipment active. For more information, you can contact the group at P.O. Box 416, Buffalo, NY 14231-0416. The Orchard Park depot is located on Route 277 at Lincoln Street, about one mile from the intersection of Routes 277 and 20A. Restoration progress on No.4483 can be viewed from the hobby shop (the former Erie passenger depot) on Union and Scott Streets in Hamburg, New York. Thanks to Scott M.P. Hawbaker for providing the WNYRHS info.

Sumpter Valley Heisler No. 3

In a unique move, the Sumpter Valley Railroad is to have their ailing two-truck Heisler No.3 rebuilt with the cooperation of inmates at the Powder River Correctional Facility in Baker City, Oregon. Most of the work will be done inside the Baker City shop area of Inside Oregon Enterprises, with plans to run the No. 30 after restoration is completed. Thanks to Bob Yarger's Railway Preservation News website (*www.rypn.org*).

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119 or e-mail *lineside@railfan.com*. Please send any photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

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I WE'D LIKE YOU TO MEET ...

Pierre Ozorak

The author of our feature on the Hull, Chelsea & Wakefield was born in Ottawa, Ontario, on July 12, 1957. Post secondary studies for Pierre Ozorak include visual arts, photography, history and education. Today, he teaches in London, Ontario, as well as persues a career as an artist-photographer and writer. His work has been published in several books and magazines including RAILFAN & RAILROAD, *Trains, Railpace, Diesel Era, Extra 2200 South, Canadian Trackside Guide* and *Branchline.* Pierre tells us the rest of the story this way.

"Growing up in Ottawa, Ontario, Canada's national capital, there were many things to see and visit, including several parks, museums and cultural events. However, none ever seem to interest me more than going to watch a parade of trains arriving and leaving Ottawa Union Station. The most familiar Sunday afternoon hangout was a place named 'Deep Cut,' about a half-mile south of Union Station. At this location was a small building filled with levers used to control the semaphore system leading to the station. From Deep Cut, three brothers, two sisters, my parents and I would watch on numerous occasions as the Canadian National's *Super Continental* trundled in from Montreal. Another treat was the arrival of the colorful Montreal-Ottawa-Toronto 'pool' trains with a pair of Canadian Pacific maroon and grey RS10s hauling both CNR cars painted green, black and gold and CPR maroon-colored passenger equipment. However, the most impressive sight by far was the CPR's Number One train, the *Canadian,* equipped with Budd-built stainless steel equipment with its observation 'Park Cars' bringing up the rear. I am often reminded of this place on warm afternoons, when I am in proximity to some railroad tracks and wifts smelling of creosote rise from the railway ties.

"My experience as a paid employee with a railway company is limited to having worked for CP Express for seven-and-a-half hours to unload two 40-foot boxcars. After finishing my shift, I was told they would call me when needed. By the time someone did call me, about three weeks later, I had managed to find another job and thus ended my career as a boxcar unloading Joe. As a volunteer with the Bytown Railway Society, in Ottawa, I had the opportunity to work as a fireman with two steam engines — coal fired former-CPR 4-6-0 1057 and oil fired ex-CPR 4-6-2 1201. During a recent visit to Cuba, I had

the opportunity to operate a steam locomotive dating from the turn of the century.

"I have experimented with several makes of cameras over the last 30 years but have used mostly Nikon equipment for the last 20. However, I believe that cameras don't make as much difference as the person using them. The color film I prefer using most often is Kodachrome 64, until someone else comes out with a film that is of equal or better archival quality. I have worked with various black & white films and for years I was pleased with the results using Ilford FP4 (not to be confused with an FPA4 from Alco) developed in Kodak D-76. About three years ago, I began working with Kodak T-Max 100 exposed at 50 ISO. This film has much less latitude for error when developed than the FP4 but, if processed properly, it yields a noticeably finer grain structure and very pleasing results.

"My interest with railways is philosophical in the sense that life is like a railway journey: As you go on with your daily life, certain things begin to repeat familiar patterns, much like the repetition of the clickety-clack produced by steel wheels over jointed rail. Eventually, you lose awareness of the clickety-clack as the sound transforms itself into background noise or makes its home in your unconscious. During certain times in your life, it seems as if you are traveling aboard a train, sometimes moving fast and sometimes slow, where you meet people which sometimes influence your life. Eventually, a journey ends in a similar fashion as when you arrive at a station where you meet other people that will affect you in various ways, such as a change in career or the beginning of a new relationship. Following certain lessons in life, you climb once more aboard the train of life as you begin yet another journey towards a new station or, should I say, situation.

"Much like my philosophy, my interest with photographing the railways is as a whole. Railways don't function by themselves, but are a part of most people's everyday life. When photographing, I usually prefer that the trains don't dominate the scene but become a part of the overall composition. My favorite time of day to photograph is in the evenings, using available light and, if necessary, artificial and flash light. The time of year I prefer to do photography is winter with a crisp blue sky and fresh white snow and no black flies or mosquitoes for miles." ⊂

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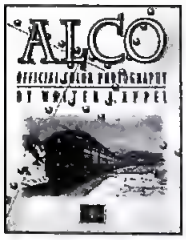

Alco Reference #1, by Bob Liljestrand, published by The Railroad Press, 1150 Carlisle Street #444, Hanover, PA 17331. 244 11"×8½" pages, softcover; $29.95 plus $3.00 shipping.

Alco Official Color Photography, by Walter A. Appel, published by Morning Sun Books, 9 Pheasant Lane, Scotch Plains, NJ 07076. 128 8½"×11" hardcover; $49.95 plus $3.00 shipping.

It can get messy when a corporation goes out of business. Preserving the company's historic archives is seldom the top priority. Fortunately, most of the American Locomotive Company photo collection survived intact and is in the capable hands of the NRHS under the auspices of Alco Historic Photos. And fortunately for all, a second collection, of duplicates (multiple original negatives and transparencies, not second generation images) and extras, has emerged. This one was amassed by one of the company photographers over the years.

This latter collection is now owned by Bob Liljestrand, who is making them available to fans and publishers under the name Bob's Photos. These two books draw on that collection to present a wonderful array of high quality black & white (*Alco Reference #1*) and full color views (*Alco Official Color Photography*) of these Alco builder's photos. The two books present the Bob's Photos collection with similar approaches, and reflect both the strengths and limitations of the collection.

It would be virtually impossible to put the entire and comprehensive Alco collection into one or two volumes, and it will probably take historians decades to nibble away at the task through the available collections, but these two books get the task off to a good start. The readers can take a "half full" or "half empty" interpretation of either book. Neither is a complete chronological or by-model documentation of Alco's locomotives, and neither claims to be. But together they do provide an interesting sampling of Alco's official photography and a great variety of locomotives.

Alco Reference #1 by Bob Liljestrand is a 224-page, horizontal-format softcover that presents the pictures in large, essentially uncropped images, one to a page. Bob and The Railroad Press crew gathered a fine group of experts to develop the caption data and seem to have done a very accurate job of reporting the facts. The verbalizing of the statistics in text form gets a bit tiring after a while, as the same information could be communicated with a lot fewer words — but then the captions would be pretty threadbare, and I'd hate to have to fill in that caption space off the top of my head about all of those roster photos taken in one obvious location!

The book begins with some intriguing steam images of nearly identical 2-6-0s for the Green Bay & Western and Norwood & St. Lawrence posed on the 1905 turntable with the background homes intact — they are usually retouched out in the official photo releases. Wheel arrangements increase in size and include NYC's prototype

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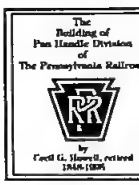

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March 1989
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Return to White Pass

April 1989
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The Richmond

Steam returns to Maine

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Return of the Electroliner
Incoming Spuds

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The "other" 2-6-6-4s
Shooting Super Fleet in B&W

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The Schenkell Shelter

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Hi 8 Video Introduction
Shifter

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Aboard the UP doubleheader
Maine's Quintessential Short Line
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Amtrak's Empire Corridor

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Fireball Summer
Ilford's XP-2 Film

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Freight Motor

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The Well-Equipped Photographer

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Hudson 5200 and streamlined C&NW and Milwaukee 4-6-4s and move all the way to the UP's "World's Largest" Big Boy. The pictures show quite an intriguing variety of background retouching.

On page 43, the focus shifts to diesels, and the next chapter features views of locomotives and components being manufactured and prepared for shipment inside the factory itself. That is followed by a chapter of photos of wrecks and rebuilds. Next the topics move to early boxcabs and high-hood switchers and DL109s, PA's and FA's, including "action" views of the 1947 *American Freedom Train*. Then come the S-series switchers and the earliest draftee RS1s before the book moves on to RS2s and RS3s. By page 164 we're into high hood RS11s and moving on to Alligators and the Century series units, including such rarities as Nickel Plate 578, its lone C420 and last new locomotive. A Penn Central C636 and the biggest Century of all, UP's C855, wrap up the black & white coverage and conclude the book.

The black & white photo reproduction is very good on heavy gloss paper, and the photos reflect the varied quality of the originals. Locomotives being photographed were available to the photographer on tight shipment schedules, so they were seldom able to wait for sunny weather — and Schenectady seems to have more than its share of grubby winter days!

As the Morning Sun book was being prepared, I had the opportunity to view the entire color print collection that made up Walt Appel's *Alco Official Photography*, and the resulting volume's reproduction actually improves on the quality of many of the Alco

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originals. This 128-page hardcover is in the normal 8½"×11" vertical format, and the photos are presented in a variety of sizes, ranging from two-page spreads of one picture to three photos per single page. The color and layout make this a very attractive book, and the variety of images is downright stunning. A veteran writer and very knowledgeable railfan, Walt writes intelligent and insightful captions. He also includes a capsule history of Alco and a look at company photographer Al Nusco.

Because of the complexities of chronology and model variety, the book is logically arranged in alphabetical order by railroad, and the various models of each railroad are grouped together, like a two-page spread of the Lehigh & Hudson River RS3s and C420s and another of Tennessee Central units (an FA/FB set, an RS3, two RS36s and a C420). Scattered among the back lot roster views are some classic Alco action advertising shots like the Reading C430s and numerous views of the *American Freedom Train* and the GE "More Power To America" PA's. The "cover girl" green FA2 demonstrators are featured in particularly attractive action views.

Both of these books from the Bob's Photos collection are a welcome addition to the market. They both serve their intended purpose well and reflect the relative costs of production between black & white and color.

But you know what's missing entirely from all these books? Builder's photos don't smoke! And Alco sure wasn't gonna have the hogger goose those nicely weathered green FA2 demonstrators to produce a classic black plume for the centerspread of *Railway Age* — JIM BOYD.

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CONNECTICUT COMPANY'S STREETCARS

By Frederick A. Kramer with Ed Wadhams

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Hudson 5200 and streamlined C&NW and Milwaukee 4-6-4s and move all the way to the UP's "World's Largest" Big Boy. The pictures show quite an intriguing variety of background retouching.

On page 43, the focus shifts to diesels, and the next chapter features views of locomotives and components being manufactured and prepared for shipment inside the factory itself. That is followed by a chapter of photos of wrecks and rebuilds. Next the topics move to early boxcabs and high-hood switchers and DL109s, PA's and FA's, including "action" views of the 1947 *American Freedom Train*. Then come the S-series switchers and the earliest draftee RS1s before the book moves on to RS2s and RS3s. By page 164 we're into high hood RS11s and moving on to Alligators and the Century series units, including such rarities as Nickel Plate 578, its lone C420 and last new locomotive. A Penn Central C636 and the biggest Century of all, UP's C855, wrap up the black & white coverage and conclude the book.

The black & white photo reproduction is very good on heavy gloss paper, and the photos reflect the varied quality of the originals. Locomotives being photographed were available to the photographer on tight shipment schedules, so they were seldom able to wait for sunny weather — and Schenectady seems to have more than its share of grubby winter days!

As the Morning Sun book was being prepared, I had the opportunity to view the entire color print collection that made up Walt Appel's *Alco Official Photography*, and the resulting volume's reproduction actually improves on the quality of many of the Alco

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originals. This 128-page hardcover is in the normal 8½"×11" vertical format, and the photos are presented in a variety of sizes, ranging from two-page spreads of one picture to three photos per single page. The color and layout make this a very attractive book, and the variety of images is downright stunning. A veteran writer and very knowledgeable railfan, Walt writes intelligent and insightful captions. He also includes a capsule history of Alco and a look at company photographer Al Nusco.

Because of the complexities of chronology and model variety, the book is logically arranged in alphabetical order by railroad, and the various models of each railroad are grouped together, like a two-page spread of the Lehigh & Hudson River RS3s and C420s and another of Tennessee Central units (an FA/FB set, an RS3, two RS36s and a C420). Scattered among the back lot roster views are some classic Alco action advertising shots like the Reading C430s and numerous views of the *American Freedom Train* and the GE "More Power To America" PA's. The "cover girl" green FA2 demonstrators are featured in particularly attractive action views.

Both of these books from the Bob's Photos collection are a welcome addition to the market. They both serve their intended purpose well and reflect the relative costs of production between black & white and color.

But you know what's missing entirely from all these books? Builder's photos don't smoke! And Alco sure wasn't gonna have the hogger goose those nicely weathered green FA2 demonstrators to produce a classic black plume for the centerspread of *Railway Age* — *JIM BOYD.*

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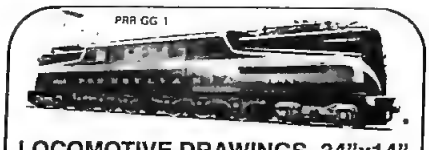

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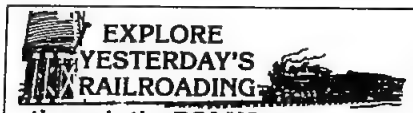
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TRANSIT CURRENTS

Around the City

NEITHER MARK MCGWIRE nor Sammy Sosa play for the Philadelphia Phillies, but the new cars for the Market/Frankford subway/elevated are hitting a big home run with the riders. The new cars are quieter than the Budd-built "Almond Joy" cars (named for the bumps on their roofs) that are in the process of replacement. The new cars are also safer and more comfortable. Particularly attractive is the air conditioning in the steamy Philadelphia summer.

The downside is that only 80 cars of the 220-car fleet of new equipment have been delivered. All of the cars were supposed to be running by 1997. The latest projection is for deliveries to be complete by September 1999. Philadelphia has had a lot of experience with late deliveries, as the Norristown high-speed cars were more than three years late. The builder is Adtranz, which is a merger of ABB Traction and AEG Westinghouse. It is expected that Adtranz will lose $100 million on the cars.

In October SEPTA celebrated the 75th anniversary of trackless trolley service in Philadelphia. As a kid growing up in Philadelphia, I well remember the trackless trolleys on Oregon and Ridge Avenues and elsewhere.

Across the Delaware River in New Jersey, it appears that the low bidder for the proposed Camden-to-Trenton light rail commuter line was the Southern New Jersey Rail Group. The group's design for the 34-mile line won the highest technical evaluation, which would make it the likely winner of the contract. This is a design, build, operate and maintain project, and the $615 million bid includes $452 million for construction and $151 million for operation and maintenance over a ten-year period.

There has been strong opposition from NIMBY groups along the path of the proposed commuter rail line, with some of the residents contending that the community will be destroyed by the rail line and they will probably contract athlete's foot, dandruff and gum disease as well. The line is to be operated by rail diesel cars, probably somewhat reminiscent of the Siemens RegioSprinter.

Meanwhile, in northern New Jersey, NJ Transit was expecting two new arrivals in January 1999. These are new light rail vehicles that are part of a fleet of 45 new cars manufactured by the Kinki Sharyo Company, Ltd., of Osaka, Japan. The 90-foot, low-floor articulated vehicles contain 68 seats and two wheelchair areas. As is true of many new electric cars, a.c. propulsion will be fitted.

The whole order should be delivered by spring 2000, with 29 of the new vehicles used on the initial portion of the 9.5-mile Hudson-Bergen light rail transit system operated in Bayonne, Jersey City and Hoboken. The other 16 will be used on NJ Transit's 3.4-mile Newark subway. The new equipment will replace the venerable PCC cars that have served the subway well for more than 45 years. Thanks to the Philadelphia Trolley Coalition (616 Carpenter St., Philadelphia, PA 19147, 215/222-7143) and Carl Edd.

Proposed Metrorail expansion

Maryland Governor Parris Glendening has proposed extensions of the Washington Metrorail system. The proposals include extending Metro's Green Line from the suggested Suitland terminal to Waldorf in southern Maryland; extending the Metrorail Blue Line on the east from Addison Road to Largo and building a whole new rail line along part of the beltway that would start at the National Harbor site near the Woodrow Wilson Bridge and then parallel the beltway, with stops at St. Barnabas Road, Branch Avenue, Andrews Air Force Base, Largo Town Center, New Carrollton, College Park, White Oak, Silver Spring, Bethesda, Wheaton, Kensington, Grosvenor and Montgomery Mall. These would be hugely expensive projects. The question is whether this is simply political noise or the outline of a serious, long-range plan that would be beneficial to the area. By the way, if you happen to be riding on Metrorail and it shuts down for a while, it may very well be the computer. Throughout 1998 a number of problems were suffered with the main computer hardware and software that controls the system. Thanks to Sidney W. Earle, Jr., for the news.

New rail initiatives

Charlotte, North Carolina, voters approved a five percent sales tax increase in the November 1998, election to finance transit improvements, including three busways and a $226 million, 10.3-mile light rail line to run south of Charlotte to Pineville, North Carolina. The funds will also support the creation of a 23.5-mile commuter rail line operating north to Davidson. The intention is to start a bus rapid transit service in the corridor as the first phase of an eventual commuter rail line between the two cities.

In the San Francisco Bay area, the news was a bit strange. Marin and Sonoma county voters rejected measures for a half-percent increase in the sales tax that would have involved, among other things, a diesel railcar commuter service proposed to operate along the old Northwestern Pacific line between San Rafael and Cloverdale. What is most interesting is that the tax increase measure was defeated but the transportation plan measure was approved by a large percentage in both Marin and Sonoma counties. Perhaps the people liked the idea of the rail service but not the way of paying for it.

Another positive election result was

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by GEORGE M. SMERK

# of Brotherly Love

approval of an advisory measure that calls for studying the feasibility of passenger rail service across the San Francisco-Oakland Bay bridge. When first built in the 1930s, the Bay bridge contained tracks for the Key system, the Interurban Electric Railway Company and Sacramento Northern. In the late '50s the tracks were removed and the lower level of the bridge was used for highway purposes only. It will be interesting to see how this turns out. Thanks to Leroy W. Demery, Jr. for the news.

L.A. Metrolink progress

Los Angeles seems plagued by bad luck with the construction of its subway, but the Metrolink commuter rail service seems to be enjoying increasing popularity. It has not been plagued by the negative press that subway construction has received. Indeed, in Newhall, the proposed downtown Metrolink rail station is much awaited; it is seen as the key to the revitalization of the area. The Metrolink service also enjoyed heavy patronage to the Los Angeles County Fair and ran a series of clever advertisements encouraging patrons to use the rail service.

All is not golden, of course. The Santa Susanna railroad tunnel, which is used by both Amtrak and Metrolink, needs to be rebuilt. Trains have to creep through the tunnel at no more than 25 miles an hour. Transit officials are looking for $16 million in federal aid to help restore the tunnel. The tunnel is one-and-a-quarter miles long. The concrete ceiling shell has separated from the rock as the wooden rafters that support it have rotted away. The invert or tunnel floor has problems with worn-out ties and a steady stream of water that must be pumped out. A total of about $20 million is needed for the job. Thanks to John Allen Lee for the information.

Fort Worth trolleys

The Northern Texas Traction Company ran its last cars between Dallas and Fort Worth on New Year's Eve 1934. According to Mike Murray, when the new Trinity Railway Express commuter railroad linking Fort Worth and Dallas begins its service in 2000, it will be a reprise of the Northern Texas Traction Company.

What's even better is that two of the original Northern Texas cars are being refurbished by a group of volunteers. The Fort Worth Transit System, known as the T, has plans for two cars to be fully restored and available for special events when the $324 million, 32-mile Trinity Railway Express starts up. One of the trolleys is a 1913-vintage motor and the other is a trailer, turned out in 1919. An Eagle Mountain Lake resident, Mitzi McWilliams, donated the cars. They were on a piece of property that Ms. McWilliams purchased, and she was in the process of donating the cars to the Texas State Railroad in Rusk, when the T showed interest.

The good people of the Dallas-Fort Worth area are moving steadily on a variety of public transit improvements. In a few years it is expected that rail service will connect the DFW airport to the two cities, greatly easing the journey.

Flashes

From **CLEVELAND**, Ben De Pompei tells me that something big may happen on Euclid Avenue as part of a major corridor improvement project — trackless trolleys may be installed. At issue is whether to have the transit project designed so that the trolleys load on the left or the right and side. With doors and boarding on the left, the median strip in the middle of Euclid would be the boarding and alighting platform. The center lanes of the corridor would be reserved for the use of the electric trolley-buses. The price is likely to be high.

In **NEWARK**, NJ Transit is carrying out another phase of the Penn Station restoration and improvement project. The work was expected to last through the fall and winter months of 1998 and 1999. The work will improve access to Penn Station's Track 5, and PATH's Track H. Movement of pedestrians between Newark Penn Station and the Gateway center will improve. PATH, NJT, Amtrak and the Newark subway all use the former Pennsylvania Railroad station.

In **DENVER**, the southwest corridor light rail project is 50% complete. July 2000 is the proposed opening date. Initial work on the project involved moving Burlington Northern & Santa Fe and Union Pacific freight tracks to make way for the light rail line along the same right-of-way. Relocation of the freight lines is to be completed by mid-1999. Laying the light rail track will start in the early part of 1999. The southwest corridor light rail line is 8.7 miles long and will run south from the I-25 and Broadway station to Mineral Avenue in Littleton. When the job is finished, the light rail line in Denver will be 14 miles long.

Mitchell Green writes from **MIAMI** that the first extension of the Miami Metrorail line is about to get underway. The 1.4-mile expansion from Okeechobee station at the rail system's northern end will be built through Hialeah to State Road 826. Further expansion of rail service depends upon securing additional federal funding.

In case you haven't heard, in **NEW YORK CITY** the Franklin Avenue shuttle has been closed for reconstruction. This is a major rehabilitation and improvement of the dilapidated line in Brooklyn.

Dennis A. Cavagnaro writes that **SAN FRANCISCO**'s cable cars may face a major change. Mayor Willie Brown wants to replace the manual turntables on the Powell-Mason and Powell-Hyde cable car lines with motorized turntables. The Transport Workers Union has been lobbying for the change; the claim is that operators are suffering injuries because of the job of pushing the cars around. On the other hand, some cable car gripmen and conductors think that the turntables should simply be repaired and better maintained to make them easier to turn.

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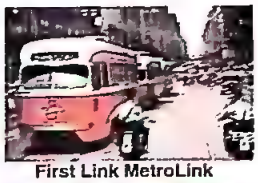
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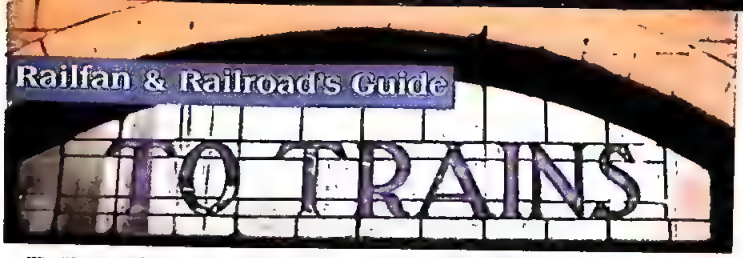

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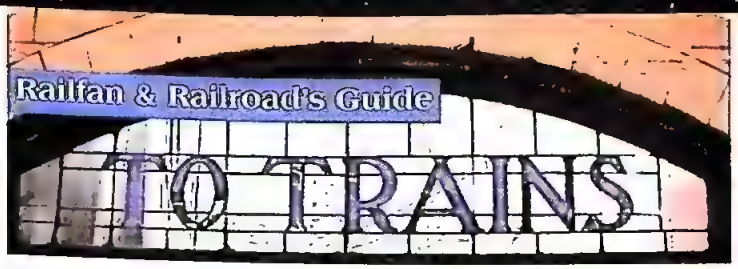

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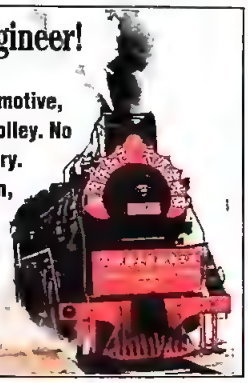

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One horsepower meets 300: Brill No.3010 at Hershey station.

Hershey Cuban Brill Cars Roll On

DESPITE PLANS TO RETIRE the original Brill interurban cars on the Hershey Electric, the 80-year-old *Chiquitos Viejos* ("tiny old ones," as they are called by the railway) are still going strong. The arrival of rebuilt 1915-era Spanish m.u. trainsets last year seemed to spell the end for the Brills (see "Hershey's Sweet Legacy," September 1998 RAILFAN & RAILROAD), but economic and operating conditions have dictated otherwise.

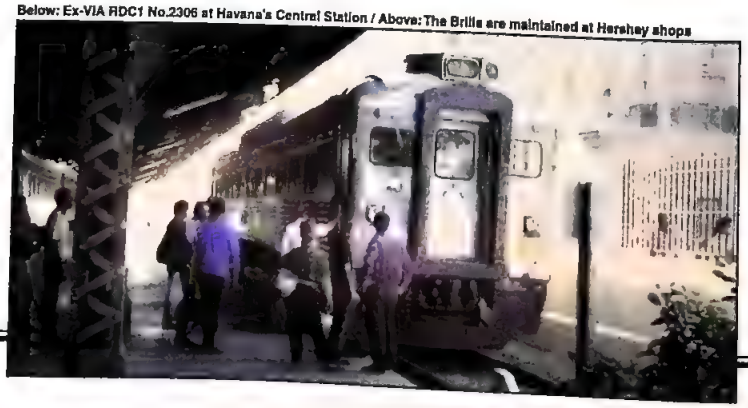
According to rail personnel, the Brills are ideally suited to the lighter demands of branch line operations, so several cars have been refurbished with new paint and "Trans Hershey" lettering on their sides. Even No.3008, which was extensively rebuilt for railfan charters, has been pressed into regular service. The high platforms constructed for the Spanish cars at branch line stations sit unused.

As of January, the Brills were in regular service out of Hershey on the branches to Caraballo and Jaruco, but the branch to Santa Cruz del Norte was closed for repairs, which may or may not be made. The homemade non-Brill cars were out of service, but at least one was under repair at the Hershey shops. Interestingly, the passenger boxcars hauled by 1920-era GE steeplecabs also see branch line service, but only in a standby role.

Although the arrival of the new trainsets has put an end to Brill operations on the main line, it appears the Brills will be around for some time to come, operating just as Milton Hershey had intended. For those willing to travel to Cuba, it should be possible to experience U.S.-style interurban travel for at least a few more years.

In other Cuban passenger rail news, *Ferrocuba,* the Cuban rail tourist agency, has placed five former VIA Rail Budd RDC1s into tourist charter service out of Havana's Central Station. According to rail personnel, the RDCs operate to Colon, which is about 120 miles east of Havana on Cuban National Railways' former United of Havana main line — *VINCENT REH.*

Below: Ex-VIA RDC1 No.2306 at Havana's Central Station / Above: The Brills are maintained at Hershey shops



EDITORIAL COMMENTARY

Our 25th anniversary trip

WAY BACK IN 1974 Hal Carstens and Jim Boyd started RAILFAN magazine, with the first issue bearing a "Winter 1974" cover date. November 1999, the eve of the millenium, will mark RAILFAN'S 25th anniversary and we are inviting you to take part in a special celebration.

In cooperation with Steamtown National Historic Site, RAILFAN & RAILROAD is running a double-headed steam excursion as part of our anniversary celebration. The trip will run from Scranton, Pennsylvania, to the small town of Analomink near the Delaware Water Gap on July 5, 1999. It is planned to have Steamtown's two operating steam locomotives, Canadian National 2-8-2 3254 and Canadian Pacific 2317 power the westbound trip. The trackage covered will be the former Delaware, Lackawanna & Western main line. It marks only the second time since Steamtown has been in Scranton that a public trip has operated to Analomink, and this will be the first using two steam locomotives.

One of the reasons this route was selected for our anniversary trip is that the cover photo of that Winter 1974 RAILFAN was shot by Hal Carstens on the very track we'll be covering. The 1974 scene showed Nickel Plate 2-8-4 759 stomping westward through Devil's Hole west of Analomink. We'll be repeating that westward trip in 1999.

We're also using this trip as a reunion for RAILFAN staffers past and present. The current staff of yours truly and associate editor George Fletcher will be on board, as will editor emeritus Jim Boyd and former associate editors Mike Del Vecchio, Bruce Kelly and Christopher Kimler. We look forward to meeting many of you on this trip.

Steamtown is handling the ticket sales for the trip. Tickets cost $59.95 for adults and $39.95 for children ages 2-16. See the listing in TIMETABLE or the ad on **page 64** for complete details.

The trip will depart Scranton at approximately 8:45 a.m. (exact times will be sent with your order) and return around 5:00 p.m. The non-profit group restoring the Cresco, Pennsylvania, station will be selling box lunches, and these can be ordered as you board the train on the day of the trip. We'll be making a photo stop at Cresco during the excursion. There will also be photo runbys during the trip, and the sounds of the two locomotives working up through Devil's Hole should not be missed! We look forward to seeing you onboard — *S.B.*

Wrong photographer

In the RAILNEWS section of the April 1999 issue we ran a photo of BHP Iron Ore's new AC6000CW emerging from the GE plant at Erie. The photo credit was given to Mike Hoppe, our resident Erie watcher. The photographer was actually Dan Gaines, who scooped Mike on this one. Our apologies to Dan for the incorrect photo credit — *G.F.*

Sacramento, here we come!

Railfair in Sacramento will likely be the major steam event of the year just by the fact that Union Pacific will be sending both 4-8-4 844 and 4-6-6-4 3985. There is, however, the possibility of a lot more steam. Here is the list of locomotives that were invited to Railfair and have not yet turned down the invitation. As with 1991's Railfair, not every locomotive on the list will make it, but if even a small percentage get to Sacramento, it's gonna be one fun time.

Railfair has been divided into six "themes" with different locomotives invited for each. As of mid-March, the locomotives listed have not said "no" to attending Railfair, but in many cases the details needed to get them there still need to be worked out. Here's the list.

Promise of the Railroad — Hollandsche Ijzeren Spoorweg Maatschappij 2-2-2 *De Arend;* Schweizerische Nordbahn 4-2-0 *Limmat;* 0-4-0 *Best Friend of Charleston;* 4-4-0 *General;* 2-2-0 *John Bull;* 2-2-2 *John Molson* and Central Railroad horse-drawn streetcar No.7.

Travel West — Eureka & Palisade 4-4-0 No.4 *Eureka;* Virginia & Truckee 4-4-0 No.22 *Inyo;* Tahoe, Trout Creek & Pacific 2-4-2T No.5; Tucson, Cornelia & Gila Bend motorcar No.401; Hetch Hetchy motor car No.19 and Santa Maria Valley railbus No.9.

Mythical California — Sierra 2-8-0 No.28; Fillmore & Western 0-4-0T No.1; Virginia & Truckee 4-4-0 No.11 *Reno* and John Knowles 0-4-0T *Gwen.*

Bounty of Nature — Elk River Mill & Lumber 0-4-0 No.1 *Falk;* Bear Harbor Lumber 0-4-0 No.1 *Gypsy;* Mattole Lumber 0-4-2T No.1; Kiso Forest 0-4-2T No.5; Longview Sugar 0-4-4 No.1; Phenix Marble Heisler No.1; Mount Emily Lumber Shay No.1 and Graham County Shay No.1925.

Age of the Railroad — Union Pacific 4-8-4 844, 4-6-6-4 3985 and E9s 949, 970B and 951; Southern Pacific 4-6-2s 2467 and 2472, 4-6-0 2353, 4-8-4 4449 and GP9 5623; Santa Fe 4-8-4 3751 and Western Pacific GP20 2001.

Future of the Railroad — Amtrak's *Acela* service mock-up, Talgo trainset and *Genesis* locomotive; Sacramento light rail vehicle and modern power from BNSF and UP.

Just a reminder — only a percentage of these locomotives will actually make it to Railfair.

Of course, most of the railfan ponderings have been over "will Santa Fe 3751 and SP 2472 actually make it?" As this is being written, there is optimism, even among some curmudgeons. And, despite all appearances that it will be on the BNSF Employee Appreciation Specials during June, SP 4449 hasn't quite been written off for Railfair — the EAS trips could swing through California at just the right time — S.B.

Sacramento night photo session

As part of Railfair, the California State Railroad Museum and Railfan & Railroad magazine will be sponsoring a night photo session on the longest (almost) day of the year, June 24th. There are no conflicting events that evening for the joint NRHS/R&LHS Convention and that day's

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excursion should be back in plenty of time for our 9:00 p.m. start. Tickets will be available just before the event and the cost will be $5.00 for those holding a Railfair ticket for any day or $10.00 for those not visiting Railfair. If you need more information you can give me a call at 973/383-3355 between 9:00 a.m. and 5:00 p.m. eastern time — *S.B.*

Conrail's last day (again)

Okay, it looks like CSX and Norfolk Southern will officially take over operations of their pieces of the Conrail pie on June 1, 1999. We are planning a PHOTO LINE feature on "Conrail's Last Day" for September 1999 R&R. How about spending Memorial Day at your favorite Conrail hang-out and sending the results to us? All contributions must have been shot on May 31, 1999, and into our office by June 15, 1999 for consideration. Farewell, Conrail (?) — *G.F.*

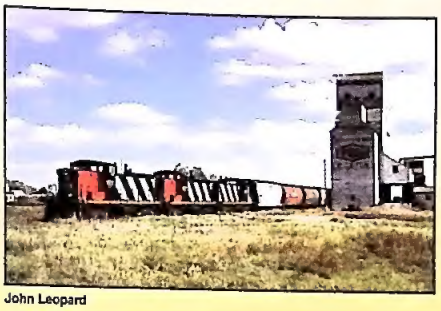
Streamlined stamps

Last month we gave you a preview of the new stamps featuring famous streamliners that will be issued by the U.S. Postal Service in August 1999. The stamps feature paintings of the Southern Pacific *Daylight,* Pennsylvania *Congressional Limited,* New York Central *20th Century Limited,* Santa Fe *Super Chief* and Milwaukee Road *Hiawatha.* The original artwork came from the hand of water color artist Ted Rose.

Around the office here we struggled with what to name the story. We finally settled on *Streamlined Stamps.* The other title we were kicking around? *Ted Rose goes Postal.*

Steve

Next Month RAILFAN & RAILROAD



John Leopard

• SIX-AXLE SWITCHERS: Working the light branch lines of the prairies, Canadian National's GMD1s are almost extinct as the rails they served have been abandoned. John Leopard takes us to Saskatchewan for one last look at these 40-year-old workhorses.

• THE FUNNEL: With the BNSF merger, the Burlington Northern's line through Idaho's panhandle has seen a dramatic increase in traffic. Bruce Kelly revisits this BN bottleneck and relates how BNSF is widening "the funnel" for more capacity.

Bruce Kelly

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FINAL FRAME

Photo by George Fletcher

In a recent scene that can't be repeated, Amtrak F40 No.228 leads Northeast Direct train No.173 through Rocky Neck State Park in Connecticut on a sunny July 5, 1996. A favorite spot for photographers since the New Haven days, progress has taken its toll at Rocky Neck, with the view now obscured by the poles and wires of the Boston-New Haven electrification project. Like the open view, the once ubiquitous F40 is about to disappear as well. Next summer, it will be high-speed electric trains turning the heads of beachgoers.

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